



# TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

## MEETING MATERIALS

January 20, 2009

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION





## *Letter of Transmittal*

**TO:** Toll Bridge Program Oversight Committee  
(TBPOC)

**DATE:** January 12, 2009

**FR:** Program Management Team (PMT)

**RE:** TBPOC Meeting Materials Packet – January 20, 2009

---

Herewith is the TBPOC Meeting Materials Packet for the January 20<sup>th</sup> meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.

**TBPOC MEETING**  
**January 20, 2009, 10:00 am – 1:00 pm**  
**MTC/BATA Offices, The Fishbowl Conference Room,**  
**101 Eighth Street, 3<sup>rd</sup> Floor, Oakland**

<b>Topic</b>	<b>Presenter</b>	<b>Time</b>	<b>Desired Outcome</b>
<b>1. CHAIR'S REPORT</b>	W. Kempton, CT	5 min	Information
<b>2. CONSENT CALENDAR</b> a. December 23, 2008 Meeting Minutes* b. 2009 TBPOC Meeting Calendar* c. Contract Change Orders (CCO's): 1) West Approach – CCO 139 (Lower Deck Retrofit, Shear Wall Revisions)* 2) West Approach – CCO 149 (Compensation for added EB Mainline due to Revised ST6D Detour)*	A. Fremier, BATA A. Fremier, BATA  T. Anziano, CT T. Anziano, CT	1 min 1 min  1 min 1 min	Approval Information  Approval Approval
<b>3. PROGRESS REPORTS</b> a. Final December 2008 Monthly Progress Report*** b. Draft January 2009 Monthly Progress Report*	A. Fremier, BATA A. Fremier, BATA	1 min 1 min	Information Information
<b>4. PROGRAM ISSUES</b> a. Draft 3 <sup>rd</sup> Quarter 2008 Program Risk Management Report Update* b. 2009 Legislative Update Draft Report Update	J. Tapping, CT  B. Ney, CT	30 min  1 min	Information  Information
<b>5. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</b> a. Self-Anchored Suspension Superstructure (SAS) 1) Mitigation to Acceleration Update*  b. Yerba Buena Island Detour (YBID) 1) Update  c. Oakland Touchdown (OTD) No. 1 1) Update  d. Gateway Park Area 1) Visioning Conference II*	A. Fremier, BATA  T. Anziano, CT  T. Anziano, CT  S. Maller, CTC	30 min  5 min  5 min  30 min	Information  Information  Information  Information
<b>6. OTHER BUSINESS</b>	W. Kempton, CT		n/a
<b>Next TBPOC Meeting: February 4, 2009, 1:00 pm - 4:00 pm</b> <b>Gateway Park Area Visioning Conference: February 4, 2009, 10:00 am – 12:00 pm</b> <b>Mission Bay Office, 325 Burma Road, Conference Room 1906, Oakland</b>			

\*Attachments

\*\*Final documents still in process; to be provided as soon as available

\*\*\*Stand-alone document included in the binder

## **TBPOC MEETING January 20, 2009**

<b>INDEX TAB</b>	<b>AGENDA ITEM</b>	<b>DESCRIPTION</b>
<b>1</b>	<b>1</b>	<b>CHAIR'S REPORT</b>
<b>2</b>	<b>2</b>	<b>CONSENT CALENDAR</b> <ul style="list-style-type: none"> <li>a. December 23, 2008 Meeting Minutes*</li> <li>b. 2009 TBPOC Meeting Calendar*</li> <li>c. Contract Change Orders (CCO's): <ul style="list-style-type: none"> <li>1) West Approach – CCO 130 (Lower Deck Retrofit, Shear Wall Revisions)*</li> <li>2) West Approach – CCO 149 (Compensation for added EB Mainline due to Revised ST6D Detour)*</li> </ul> </li> </ul>
<b>3</b>	<b>3</b>	<b>PROGRESS REPORTS</b> <ul style="list-style-type: none"> <li>a. Final December 2008 Monthly Progress Report***</li> <li>b. Draft January 2009 Monthly Progress Report*</li> </ul>
<b>4</b>	<b>4</b>	<b>PROGRAM ISSUES</b> <ul style="list-style-type: none"> <li>a. Draft 3<sup>rd</sup> Quarter 2008 Program Risk Management Report Update*</li> <li>b. 2009 Legislative Update Draft Report Update</li> </ul>
<b>5</b>	<b>5</b>	<b>SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</b> <ul style="list-style-type: none"> <li>a. Self-Anchored Suspension (SAS) Superstructure <ul style="list-style-type: none"> <li>1) TBPOC/ABF Mitigation and Acceleration Update*</li> </ul> </li> <li>b. Yerba Buena Island Detour (YBID) <ul style="list-style-type: none"> <li>1) Update</li> </ul> </li> <li>c. Oakland Touchdown (OTD) No. 1 <ul style="list-style-type: none"> <li>1) Update</li> </ul> </li> <li>d. Gateway Park Area <ul style="list-style-type: none"> <li>1) Visioning Conference II*</li> </ul> </li> </ul>
<b>6</b>	<b>6</b>	<b>OTHER BUSINESS</b>

\*Attachments

\*\*Final documents still in process; to be provided as soon as available

\*\*\*Stand-alone document included in the binder



## **ITEM 1: CHAIR'S REPORT**

No Attachments

## **ITEM 2: CONSENT CALENDAR**

- a. December 23, 2008 Meeting Minutes

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** January 12, 2008

**FR:** Andrew Fremier, Deputy Executive Director, BATA

**RE:** Agenda No. - 2a  
Consent Calendar  
Item- December 23, 2008 Meeting Minutes

---

**Recommendation:**  
**APPROVAL**

**Cost:**  
N/A

**Schedule Impacts:**  
N/A

**Discussion:**  
The Program Management Team has reviewed and requests TBPOC approval of the December 23, 2008 Meeting Minutes.

**Attachment(s):**  
December 23, 2008 Meeting Minutes



# TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

## MEETING MINUTES

December 23, 2008, 10:00 AM – 1:00 PM  
Mission Bay Office, Conference Room 1906,  
325 Burma Road, Oakland

**Attendees:** TBPOC Members: Steve Heminger, John Barna, and Randy Iwasaki (for Will Kempton)  
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller  
Participants: Michele DiFrancia, Mike Forner, Beatriz Lacson, Peter Lee, Brian Maroney, Dan McElhinney, Bart Ney, Paul Pendergast (Pendergast & Associates), Derek Pool, Pete Siegenthaler, Mark Shindler, Ken Terpstra, and Jason Weinstein

Convened: 10:09 AM

Items		Action
1.	<b>CHAIR'S REPORT</b> Steve Heminger presided over the meeting in the absence of Will Kempton, the Chair, and referred to the previous week's BATA Commission meeting during which the seismic retrofit of the Dumbarton and Antioch Bridges was discussed. Discussion/comments included: <ul style="list-style-type: none"><li>• Rick Land did a good job presenting the technical issues relating to the bridges at the Commission meeting.</li><li>• The inclusion of the two bridges in the TBSRP will require a change in State law and possibly new legislation for additional funding.</li><li>• John Barna cautioned about ensuring that TBSRP contingency funding is made available for the future retrofit of these two bridges, as there is a direct correlation between the decisions the TBPOC makes regarding contingency and the ability to continue with these projects.</li><li>• Tony Anziano gave a brief update and indicated that the team will run</li></ul>	



(continued)

Items	Action
<p>the cost estimates again and report back to the TBPOC in February.</p> <ul style="list-style-type: none"> <li>• Steve Heminger noted that the teamwork on this effort is a good example of a successful, inter-agency collaboration.</li> <li>• Randy Iwasaki, acting for the absent Will Kempton, the Chair, added his kudos to the team, and extended his holiday greetings to all.</li> </ul>	<ul style="list-style-type: none"> <li>• The team to provide periodic updates to the TBPOC on the status of the Dumbarton/ Antioch Bridges.</li> </ul>
<p><b>2. CONSENT CALENDAR</b>  Andy Fremier presented the following for TBPOC approval:</p> <ol style="list-style-type: none"> <li>November 6, 2008 TBPOC Meeting Minutes</li> <li>November 14, 2008 TBPOC Conference Call Minutes</li> <li>2009 TBPOC Meeting Calendar - (revised to show changes to the January and February meetings)</li> </ol>	<ul style="list-style-type: none"> <li>• The TBPOC <b>APPROVED</b> the following items, as presented: <ul style="list-style-type: none"> <li>○ November 6, 2008 TBPOC Meeting Minutes;</li> <li>○ November 14, 2008 TBPOC Conference Call Minutes;</li> <li>○ 2009 TBPOC Meeting Calendar (as of December 23, 2008).</li> </ul> </li> </ul>
<p><b>3. PROGRESS REPORTS</b></p> <ol style="list-style-type: none"> <li>Andy Fremier reported that the PMT approved the November 2008 Monthly Progress Report, through delegated TBPOC authority, on December 2, 2008 and requested confirmation of this approval.</li> <li>Andy Fremier presented the draft December 2008 Monthly Progress Report, for information, and indicated that as soon as updated expenditure data and the latest comments are incorporated, the final version will be approved by the PMT through delegated TBPOC authority.</li> <li>Andy Fremier presented, for TBPOC approval, the FHWA 2008 Annual Update to the Financial Plan of the East Span of the San Francisco-Oakland Bay Bridge Seismic Safety</li> </ol>	<ul style="list-style-type: none"> <li>• The TBPOC confirmed <b>APPROVAL</b> of the November 2008 Monthly Progress Report through delegated authority to the PMT.</li> <li>• The TBPOC <b>APPROVED</b> the FHWA 2008 Annual Update, as presented.</li> </ul>

(continued)

Items	Action
<p>Project.</p> <ul style="list-style-type: none"> <li>• The annual update reflects information similar to that in the TBSRP 3<sup>rd</sup> quarter report, but with a more detailed cash flow for program expenditures consistent with BATA's current Plan of Finance.</li> <li>• Will Kempton, the Chair, has sent a written request to the new FHWA Administrator and there is a realistic chance that the FHWA will accept the Program's quarterly reports as fulfilling their reporting requirements in the future.</li> </ul>	
<p><b>4. PROGRAM ISSUES</b></p> <p>a. TY Lin Insurance Update</p> <ul style="list-style-type: none"> <li>• Tony Anziano reported that TY Lin recently purchased a \$25M policy for \$4M. <ul style="list-style-type: none"> <li>○ It is assumed that the TBPOC will be asked to contribute toward this expense.</li> <li>○ It would be in the Program's best interest to participate in the Joint Venture's insurance cost, but the exact amount is still to be determined.</li> </ul> </li> </ul> <p>b. Education Program Partnership Update</p> <ul style="list-style-type: none"> <li>• Bart Ney, on behalf of the Educational Outreach Subcommittee, provided handouts and gave a presentation on the 2009 SFOBB Educational Outreach Pilot Program. <ul style="list-style-type: none"> <li>○ The Program is part of the Department's overall effort to encourage student interest and participation in engineering programs. It includes: <ul style="list-style-type: none"> <li>➤ classroom presentations,</li> <li>➤ a multi-tiered program with Lawrence Hall of Science,</li> <li>➤ supporting Caltrans Summer</li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The PMT to accomplish the following and report back to the TBPOC in February: <ul style="list-style-type: none"> <li>○ obtain in writing from TY Lin on how they want to partner with the Program going forward;</li> <li>○ look into a possible insurance linkage with SAS/ABF; and,</li> <li>○ develop a recommended insurance proposal for TBPOC consideration.</li> </ul> </li> </ul>

(continued)

Items	Action
<p>Engineering Institute, and</p> <ul style="list-style-type: none"><li>➤ working with local service-based nonprofits.</li><li>○ The proposed partnership with the Lawrence Hall of Science, which accounts for a majority of the \$260,000 cost, includes developing Bay Bridge-specific educational material for inclusion in classroom workshops, online interactive activities, internships, and others.</li><li>○ Identified costs would be drawn from FY 08/09 and FY 09/10 capital outlay support (COS).</li><li>○ Bridge design exhibits such as those recently installed in the Autodesk museum will be leveraged as part of the educational program. These and other materials might eventually be exhibited in the planned transportation museum.</li><li>○ The Subcommittee is also evaluating a sister bridge relationship with the Sutong Bridge in China.</li><li>• It was suggested that young students be encouraged to visit Pier 7 and/or the project site, as safety allows, in order to further enhance their tactile experience.</li><li>• For future consideration, John Barna indicated that that he would talk to CTC members to ascertain synergies amongst educational programs, both existing and future.</li><li>• Bart Ney requested TBPOC approval to procure funds and proceed with the Pilot Program.</li></ul>	<ul style="list-style-type: none"><li>• The TBPOC <b>APPROVED</b> procuring COS funds (\$260,000) for and proceeding with the Pilot Program, as presented.</li><li>• Bart Ney to provide a Communications Partnership Team (CPT) quarterly update</li></ul>

(continued)

Items	Action
<ul style="list-style-type: none"><li>c. Pier 7 Lease Extension with City of Oakland<ul style="list-style-type: none"><li>• Tony Anziano presented, for TBPOC approval, a draft Final First Amendment to Pier 7 Settlement Agreement.<ul style="list-style-type: none"><li>○ The agreement with the City of Oakland allows the Department to use the Pier until April 17, 2015 in exchange for a one-time payment of \$10,835,283 due December 2008 (with a provision to extend one additional year, if necessary).</li></ul></li></ul></li><li>d. Small Business Participation Program<ul style="list-style-type: none"><li>• At Will Kempton, the Chair's request, Paul Pendergast of Pendergast &amp; Associates provided handouts and presented, for information, an overview of the "Prime Performance Transportation Infrastructure Program, P-TIP" a reimbursement program to support Small Business (SB) and Disabled Veterans Business Enterprise (DVBE) participation.</li><li>• While acknowledging there are always ways of improving SB participation, Tony Anziano indicated that there would be funding hurdles to overcome, and expressed reservation about providing compensation for using small businesses.</li></ul></li></ul>	<p>to the TBPOC on how the Pilot Program is doing and where it is headed.</p> <ul style="list-style-type: none"><li>• The TBPOC <b>APPROVED</b> the Pier 7 Settlement Agreement in the amount of \$10,835,283, as presented.</li><li>• The PMT to further evaluate the program and report back to the TBPOC with their findings and recommendation.</li></ul>
<p><b>5. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</b></p> <ul style="list-style-type: none"><li>e. Self-Anchored Suspension (SAS) Superstructure<ul style="list-style-type: none"><li>1) TBPOC/ABF Mitigation and Acceleration Update</li></ul></li></ul>	



**(continued)**

Items	Action
<ul style="list-style-type: none"><li>• Andy Fremier introduced, for information and discussion, a summary of the project mitigation and acceleration options and actions discussed at the December 11 TBPOC/ABF partnering session and agreed to in principle, as follows:<ul style="list-style-type: none"><li>○ The PMT to explore options for bringing TY Lin into a closer working relationship with ABF, similar to a design/build type of contract, to facilitate and expedite resolution of design/shop drawing/fabrication issues.</li><li>○ The PMT and ABF staff to develop a contract change order (CCO) for the ZPMC mitigation proposal negotiated by ABF, based on a 50/50 split of an amount not to exceed \$26 million for 6 months of acceleration, and incentive/disincentive plan.</li><li>○ The PMT and ABF staff to develop a roadmap toward resolution of known fabrication change impacts by January 2009 and an overall resolution through CCO by February 2009.</li><li>○ The PMT and ABF staff (with K. Terpstra as lead) to restructure the Core Meetings between ABF and PMT staff to focus on future issues, such as development of a joint Opportunity Schedule looking at further acceleration of the project by April 2009.</li><li>➤ The enormous impact of ABF's participation in the development of a joint Opportunity Schedule was acknowledged.</li></ul></li></ul>	<ul style="list-style-type: none"><li>• Staff to determine the incentives to make TY Lin's participation possible, and the cost of achieving the desired ABF/TY Lin working relationship.</li></ul>

(continued)

Items	Action
<ul style="list-style-type: none"> <li>• Peter Lee gave a slide presentation of fabrication activity observed during a recent trip to China.               <ul style="list-style-type: none"> <li>○ There have been no signs of work slowdown due to the economic downturn.</li> <li>○ There has been an impressive improvement in the quality of tower welds.</li> </ul> </li> <li>• Tony Anziano also reported that the media request for release of project communications is being handled accordingly – all pertinent parties appropriately advised and talking points in place.</li> </ul> <p>2) Contract Change Order (CCO) 17, S3</p> <ul style="list-style-type: none"> <li>• Tony Anziano presented, for TBPOC approval, CCO 17, S3 in the amount of \$1.02 million for the continued licensing and maintenance of the project's document management system for the remainder of the SAS contract.               <ul style="list-style-type: none"> <li>○ Sufficient contract contingency funds have been allocated to the contract for the change order.</li> </ul> </li> </ul> <p>b. Yerba Buena Island Detour (YBID)</p> <p>1) Update</p> <ul style="list-style-type: none"> <li>• Tony Anziano reported that progress on the project is going in the right direction.</li> <li>• CCM is still not committing, until it is sure, to a Labor Day closure for the East Tie-In (ETI) Roll-Out/Roll-In (RO/RI).               <ul style="list-style-type: none"> <li>○ It was noted that an ETI RO/RI past October 2009 could create a six-month schedule slippage for the</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Staff to provide the TBPOC at the January 2009 meeting a new Fabrication Chart with more detail on shipments 1, 2 and 3.</li> <li>• The TBPOC <b>APPROVED</b> CCO 17, S3 in the amount of \$1.02 million, as presented.</li> </ul>

(continued)

Items	Action
<p>RO/RI due to seasonal/weather conditions.</p> <p>2) Contract Change Orders (CCO's)</p> <ul style="list-style-type: none"> <li>• Tony Anziano presented, for TBPOC approval, the following ETI-related CCO's, and handed out "South-South Detour Contract 04-0120R4 Budget Analysis, September 30, 2008": <ul style="list-style-type: none"> <li>○ CCO 116-S1, in the amount of \$1,896,750, for design modifications and additional shipping costs pertaining to the fabrication and delivery of the skid bent and beam of the ETI structure.</li> <li>○ CCO 164, in the amount of \$2,770,000, for the construction of a temporary crane trestle to facilitate the erection of the ETI steel truss.</li> <li>○ CCO 166, in the amount of \$2,028,950, for the furnishing of the lead core and pot bearings for the ETI structure.</li> <li>➤ The TBPOC granted an Authority to Proceed (ATP) during the November 14 conference call for an amount not to exceed \$3,000,000.</li> <li>○ CCO 169, in the amount of \$1,095,020, for the delivery and handling of the steel skid bent and beam from the Contractor's lay down yard staging area to the actual project site.</li> </ul> </li> </ul> <p>c. Yerba Buena Island Transition Structure (YBITS) No. 1</p> <p>1) Update</p> <ul style="list-style-type: none"> <li>• Tony Anziano indicated that the Department has been monitoring</li> </ul>	<ul style="list-style-type: none"> <li>• The TBPOC <b>APPROVED</b> CCO 116-S1 (\$1,896,750), CCO 164 (\$2,770,000), CCO 166 (\$2,028,950), and CCO 169 (\$1,095,020), as presented.</li> </ul>

***(continued)***

Items	Action
<p>the contract specification elements, using the matrix devised as a tracking tool.</p> <p>2) Addendum No. 2</p> <ul style="list-style-type: none"> <li>• Tony Anziano presented, for TBPOC approval, Addendum No. 2 which includes 20 separate, mostly technical, items. <ul style="list-style-type: none"> <li>○ One element of the addendum is an indemnification clause added for the Joint Venture of TY Lin/Moffat &amp; Nichol Engineers and its sub-consultants.</li> <li>○ Bid opening date is scheduled for summer of 2009.</li> <li>○ A pro-con memorandum with a recommendation for the detour demolition and corresponding addendum will be forthcoming from the PMT around April 2009.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The TBPOC <b>APPROVED</b> Addendum No. 2, as presented.</li> </ul>
<p>d. Oakland Touchdown No. 1</p> <p>1) Update</p> <ul style="list-style-type: none"> <li>• Not discussed.</li> </ul> <p>2) CCO 75</p> <ul style="list-style-type: none"> <li>• Tony Anziano presented, for TBPOC approval, CCO 75, in the amount of \$3,156,913.76, for a 169-working day extension to the contract completion date to resolve Department-caused delays through December 5, 2008, and handed out “Oakland Touchdown 1 Contract 04-0120L4 Budget Analysis, September 30, 2008”.</li> <li>• When queried, Tony Anziano indicated that the contract is trending toward coming in under budget.</li> </ul>	<ul style="list-style-type: none"> <li>• The TBPOC <b>APPROVED</b> CCO 75 in the amount of \$3,156,913.76, as presented.</li> </ul>
<p>e. Gateway Park Area (GPA)</p>	



(continued)

Items	Action
<p>1) Update</p> <ul style="list-style-type: none"><li>• Stephen Maller gave an update on recent activities covering:<ul style="list-style-type: none"><li>○ geographic scope of the GPA;</li><li>○ a sketchbook summarizing the material developed related to access, park development and land use relationships to feed into the Master Plan scope of work;</li><li>○ trade scenarios for Caltrans-owned parcels and Oakland's 14-acre Baldwin Yard; and,</li><li>○ the next steps toward finalizing the maintenance complex land transaction and holding the Visioning Conference 2 scheduled for February 4, 2009.</li></ul></li><li>• Dan McElhinney distributed a handout on "SFOBB Toll Plaza Admin Building and Maintenance Complex Project" for additional information.</li></ul>	<ul style="list-style-type: none"><li>• The TBPOC supported having the Department negotiate a trade with the City of Oakland of Caltrans' 6.5-acre (area 11 noted on the map) for the City's 9-acre (area 14) plus under-the- freeway parking rights (5 acres).</li></ul>
<p><b>8 OTHER BUSINESS</b></p> <p>a. 2009 Issues</p> <ul style="list-style-type: none"><li>• John Barna requested this agenda item, involving the primary issues of schedule, partnering and cable, be viewed in a strategic and holistic way, and presented the following questions/concerns:<ul style="list-style-type: none"><li>○ If we are losing time, figure out a way where we can improve our position.</li><li>○ Every meeting should be about where we are heading in 2009.</li><li>○ Look at shipments overall. What needs to happen to make the first shipment in May?</li><li>○ Can we get some relief in time and money from YBID,</li></ul></li></ul>	<ul style="list-style-type: none"><li>• The PMT to restructure future TBPOC meeting agendas to focus more on strategic items and move CCO approvals to the consent calendar.</li><li>• Early next year, the PMT to give a presentation to the TBPOC on the status of the cable erection.</li></ul>

***(continued)***

Items	Action
OTD1, etc.? <ul style="list-style-type: none"><li>○ What is the top metric to measure success by?</li><li>○ The TBPOC is looking to the PMT to resolve issues and apprise the TBPOC accordingly.</li></ul>	

Adjourned: 1:15 PM

### **MEETING MINUTES**

December 23, 2008, 10:00 AM – 1:00 PM  
Mission Bay Office, Conference Room 1906,  
325 Burma Road, Oakland

#### **APPROVED BY:**

\_\_\_\_\_  
**WILL KEMPTON**, Director  
California Department of Transportation

\_\_\_\_\_  
Date

\_\_\_\_\_  
**JOHN F. BARNA, Jr.**, Executive Director  
California Transportation Commission

\_\_\_\_\_  
Date

\_\_\_\_\_  
**STEVE HEMINGER**, Executive Director  
Bay Area Toll Authority

\_\_\_\_\_  
Date

## **ITEM 2: CONSENT CALENDAR**

b. 2009 TBPOC Meeting Calendar

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** January 12, 2009

**FR:** Andrew Fremier, Deputy Executive Director, BATA

**RE:** Agenda No. - 2b

Item- Consent Calendar  
2009 TBPOC Meeting Calendar

---

**Recommendation:**

For Information Only

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

This is to inform you that the attached 2009 TBPOC Meeting Calendar is in the process of being revised. The March 4 Legislative Update/TBPOC Meeting is being re-scheduled to avoid conflicts with possible State Budget-related meetings and coincide with the Bay Area Caucus.

**Attachment:**

2009 TBPOC Meeting Calendar (as of December 23, 2008)



2009 TBPOC Meeting Calendar  
(as of December 23, 2008)

**Revised 12/23/08**

Jan-09				
MON	TUE	WED	THU	FRI
			HOLIDAY	
			1	2
PMT		CTC	CTC	
5	6	7	8	9
PMT		BATA OC		
12	13	14	15	16
HOLIDAY	TBPOC			
19	20	21	22	23
PMT		MTG		
26	27	28	29	30

1 - New Years Day Observed  
19 - M L King Jr's Birthday

Feb-09				
MON	TUE	WED	THU	FRI
		Vis Conf TBPOC		
2	3	Bay 4	5	6
PMT	4 Final	4 Leg BATA OC	HOLIDAY	
9	10	11	12	13
Holiday	PMT	CTC	CTC	
16	17	18	19	20
PMT		MTG		
23	24	25	26	27
PMT				
29	26	27	28	29

12 - Lincoln's Birthday  
16 - Washington's Birthday

Mar-09				
MON	TUE	WED	THU	FRI
PMT			Leg Up TBPOC	
2	3	4	Sac 5	6
PMT		BATA OC	CTC	
9	10	CTC 11	12	13
PMT				
16	17	18	19	20
PMT		MTG		
23	24	25	26	27
PMT	HOLIDAY			
30	31			

31 - Cesar Chavez's Birthday

Apr-09				
MON	TUE	WED	THU	FRI
			TBPOC	
		1	2	3
PMT		BATA OC	CTC	
6	7	8	9	10
PMT				
13	14	15	16	17
PMT		MTG		
20	21	22	23	24
PMT				
27	28	29	30	

May-09				
MON	TUE	WED	THU	FRI
				1
PMT			TBPOC	1 Final
4	5	6	Bay 7	8
1 Leg		BATA OC	CTC	
PMT		CTC	CTC	
11	12	13	14	15
PMT				
18	19	20	21	22
HOLIDAY	PMT	MTG		
25	26	27	28	29

25 - Memorial Day

Jun-09				
MON	TUE	WED	THU	FRI
PMT			TBPOC	
1	2	3	Sac 4	5
PMT		BATA OC	CTC	
8	9	10	11	12
PMT				
15	16	17	18	19
PMT		MTG		
22	23	24	25	26
PMT				
29	30			

Jul-09				
MON	TUE	WED	THU	FRI
			TBPOC	HOLIDAY
		1	Bay 2	3
PMT		BATA OC	CTC	
6	7	8	9	10
PMT				
13	14	15	16	17
PMT		MTG		
20	21	22	23	24
PMT				
27	28	29	30	31

3 - Day before Independence Day

Aug-09				
MON	TUE	WED	THU	FRI
PMT			TBPOC	
3	4	5	Bay 6	7
PMT		2 Final	2 Leg CTC	CTC
11	12	13	14	15
PMT				
17	18	19	20	21
PMT				
24	25	26	27	28
PMT				
31				

Sep-09				
MON	TUE	WED	THU	FRI
			TBPOC	
		1	Sac 2	3
HOLIDAY	PMT	BATA OC	CTC	
7	8	9	10	11
PMT				
14	15	16	17	18
PMT		MTG		
21	22	23	24	25
PMT				
28	29	30		

7 - Labor Day

Oct-09				
MON	TUE	WED	THU	FRI
			TBPOC	
			1	2
PMT		CTC	CTC	
5	6	7	8	9
HOLIDAY	PMT	BATA OC		
12	13	14	15	16
PMT				
19	20	21	22	23
PMT		MTG		
26	27	28	29	30

12 - Columbus Day

Nov-09				
MON	TUE	WED	THU	FRI
PMT			TBPOC	
2	3	4	Bay 5	6
PMT	3 Final	3 Leg HOLIDAY		
9	10	11	12	13
PMT		BATA OC	CTC	
16	17	CTC 18	19	20
PMT		MTG	HOLIDAY	HOLIDAY
23	24	25	26	27
PMT				
30				

11 - Veteran's Day  
26, 27 - Thanksgiving Day and day after

Dec-09				
MON	TUE	WED	THU	FRI
			TBPOC	
		1	Sac 2	3
PMT		BATA OC	CTC	
7	8	9	10	11
PMT		MTG		
14	15	16	17	18
PMT				HOLIDAY
21	22	23	24	25
PMT				
28	29	30	31	

25 - Christmas Day observed

	Qtrly Rept Schedule
Final	TBPOC Final Comments
Leg	Issue to Legislature

PMT Meetings in Oakland, 1:00 PM - 2:30 PM  
TBPOC Meetings in Sacramento, 1:00 PM - 4:00 PM  
TBPOC Mtgs in Bay Area, 10AM - 1PM (except Feb 4, 10AM - 4PM, incl Visioning Conf)

## **ITEM 2: CONSENT CALENDAR**

### **c. Contract Change Orders (CCO's)**

- 1) West Approach – CCO 139 (Lower Deck Retrofit, Shear Wall Revisions)
- 2) West Approach – CO 149 (Compensation for added EB Mainline due to Revised ST6D Detour)

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** January 12, 2009

**FR:** Tony Anziano, Toll Bridge Program Manager, Caltrans

**RE:** Agenda No. - 2c1 and 2c2  
Item- Consent Calendar  
West Approach – CCOs 139 and 149

---

**Recommendation:**  
**APPROVAL**

**Cost:**

CCO 139-S1: \$1,196,708.00  
CCO 149-S2: \$150,226.60

**Schedule Impacts:**  
N/A

**Discussion:**

**Contract Change Order 139-S1** (\$1,196,708) order provides for additional time extensions for delays on the West Approach project incurred from April 20, 2008 through November 20, 2008.

**Contract Change Order 149-S2** (\$150,226.60) provides for the added stage construction required for the eastbound mainline roadway construction. Due to realignment of the ST6D Line, the roadway will need to be constructed over several stages rather than performing in lieu of the as-planned single. In addition to the change in staging, this contract change order includes both increases and decreases of construction items, at an estimated net credit to the Department of 249,773.80.

TBPOC provided an Authorization to Proceed (ATP) during the February 15, 2007 meeting for a cost not-to-exceed \$1,250,000. CCO 149-S2, along with the \$285,660 paid for the temporary supports under Supplement No. 1, will result in a final cost of \$435,880.20.

## *Memorandum*

**Attachment(s):**

1. Draft CCO 139-S1 & Memorandum
2. Draft CCO 149-S2 & Memorandum
3. SFOBB West Approach Budget Analysis – September 30, 2008

**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

CCO: 139	Suppl. No. 1	Contract No. 04 - 0435V4	Road SF-80-4.9/5.9	FED. AID LOC.:
----------	--------------	--------------------------	--------------------	----------------

**To: TUTOR-SALIBA CORP**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

A determination of the delay in completion of the contract due to Change Order No 139 and all other outstanding Department caused delays incurred from April 20, 2008 through November 20, 2008 has been made in accordance with Section 10-1.23,"Progress Schedule (Critical Path)," of the Special Provisions and Section 8-1.07,"Liquidated Damages," of the Standard Specifications.

The Contractor shall be granted an 82 working day time extension for these delays.

This time extension, along with the time extensions granted under Change Orders No. 186 and No. 235, act to resolve all outstanding Department caused delay for all work performed through November 20, 2008 and no additional delays or time extensions shall be claimed or requested by the Contractor concerning work performed through this date.

**Estimate of Increase in Contract Item at Contract Price:**

Item No. 6: TIME-RELATED OVERHEAD

82 WDAY ( +4.50% ) @ \$21,000.00 /WDAY = +\$1,722,000.00 ( +7.35% )

Estimated total cost for Increase in Contract Item.....\$1,722,000.00

**Adjustment of Compensation at Lump Sum:**

In accordance with Contract Change Order No. 37, each additional working day paid for Contract Bid Item No. 6,"Time related Overhead," shall be reduced by \$6,406.00 per working day. The Contractor shall credit the Department \$525,292.00 for this reduction pertaining to the 82 working days of time related overhead paid under this change order.

Adjustment of Compensation at Agreed Lump Sum .....(\$525,292.00)

Should Contractor-Controlled Insurance Program costs apply, these costs will be determined separately and compensated by the Department.

Estimated Cost: Increase ☒ Decrease ☐ **\$1,196,708.00**

By reason of this order the time of completion will be adjusted as follows: 82 days

**Submitted by**

Signature	Resident Engineer Rajesh Oberoi	Date
-----------	------------------------------------	------

**Approval Recommended by**

Signature	Construction Manager Deanna Vilcheck	Date
-----------	---	------

**Engineer Approval by**

Signature	District Construction Deputy Director Mike Forner	Date
-----------	--	------

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

**NOTE:** If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

**Contractor Acceptance by**

Signature	(Print name and title)	Date
-----------	------------------------	------

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 8/3/2007 Page 1 of 1

TO: Deanna Vilcheck / Rajesh Oberoi			FILE: E.A. 04 - 0435V4	
FROM: Rajesh Oberoi			CO-RTE-PM SF-80-4.9/5.9	
FED. NO.				
CCO#: 139	SUPPLEMENT#: 1	Category Code: AFZZ	CONTINGENCY BALANCE (incl. this change) <b>\$10,480,473.26</b>	
COST: <b>\$1,196,708.00</b> INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: <b>\$0.00</b>			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: Time Resolution through Nov. 20, 2008			PROJECT DESCRIPTION: SEISMIC RETROFIT	
Original Contract Time: <b>1824</b> Day(s)	Time Adj. This Change: <b>82</b> Day(s)	Previously Approved CCO Time Adjustments: <b>188</b> Day(s)	Percentage Time Adjusted: (including this change) <b>15</b> %	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>0</b>

**THIS CHANGE ORDER PROVIDES FOR:**

An 82 working day (calendar day) time extension to resolve all contract time issues through November 20, 2007.

Change Orders No. 186 and No. 235 resolved all contract delays incurred through the April 20, 2008 CPM schedule update. This change order provides for additional time extensions for delays incurred from April 20, 2008 through November 20, 2008.

Refer to the attached original Change Order No. 139 memorandum concerning the 3 ½ year delay in implementing the changes to the shear walls of the Lower Deck Retrofit. The change order work received authorization to proceed in August of 2008 with the change order executed in October of 2008. Based on a time impact analysis, the delay in providing the revised design for the shear walls has resulted in an 82 working day delay to the contract completion extending the contract from December 8, 2008 to February 28, 2009.

Compensation for additional overhead costs concerning the 82 days of delay shall be paid by increasing Contract Bid Item No. 6 "Time Related Overhead" at the contract bid price of \$21,000.00 per working day at a cost of \$1,722,000. This change order provides for a reduced time related overhead rate of 6,406.00 per working day, in accordance with Change Order No. 37. This reduced rate shall be credited to the Department as an adjustment of compensation at an agreed lump sum credit of \$525,292. The total change order cost of \$1,196,708 shall be financed from the contract's contingency funds.

It is anticipated that additional costs, beyond time related overhead, associated with this delay shall be claimed by the contractor. These costs, which may include extended falsework, temporary k-rail and dedicated project equipment, shall be compensated under a separate change order.

Maintenance concurrence is not required as this is an administrative change.

<b>CONCURRED BY:</b>			<b>ESTIMATE OF COST</b>	
Construction Engineer: Rajesh Oberoi	Date		THIS REQUEST	TOTAL TO DATE
Bridge Engineer:	Date		ITEMS	\$152,298.00
Project Engineer: H. Wong	Date		FORCE ACCOUNT	\$0.00
Project Manager: A. Melkonians	Date		AGREED PRICE	\$810,280.00
FHWA Rep.:	Date		ADJUSTMENT	\$909,448.00
Environmental:	Date		TOTAL	\$1,872,026.00
Other (specify):	Date		<b>FEDERAL PARTICIPATION</b>	
Other (specify):	Date		<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING	
District Prior Approval By:	Date		FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)	
HQ (Issue Approve) By:	Date		<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
Resident Engineer's Signature:	Date		FEDERAL FUNDING SOURCE	PERCENT

**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

CCO: 149	Suppl. No. 2	Contract No. 04 - 0435V4	Road SF-80-4.9/5.9	FED. AID LOC.:
----------	--------------	--------------------------	--------------------	----------------

**To: TUTOR-SALIBA CORP**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Construct the SFOBBLO Line roadway in accordance with the revised grade sheets, typical cross sections and staging plans as shown on Pages No. 3 through 9 of this change order.

**Estimate of Increase in Contract Item at Contract Price:**

Item No. 29: CHANNELIZER (SURFACE MOUNTED)					
215 EA	( +97.73% )	@	\$30.00 /EA	=	+\$6,450.00 ( +175.45% )
Item No. 33: TEMPORARY RAILING (TYPE K)					
800 LF	( +2.59% )	@	\$19.00 /LF	=	+\$15,200.00 ( +23.24% )
Item No. 34: TEMPORARY CRASH CUSHION MODULE					
10 EA	( +1.61% )	@	\$266.00 /EA	=	+\$2,660.00 ( -7.74% )

Estimated total cost for Increase in Contract Item.....\$24,310.00

**Estimate of Decrease in Contract Item at Contract Price:**

Item No. 81: ROADWAY EXCAVATION (TYPE NRH)					
-2213 CY	( -23.85% )	@	\$86.60 /CY	=	-\$191,645.80 ( -21.84% )
Item No. 127: CLASS 4 AGGREGATE SUBBASE					
-1084 CY	( -13.93% )	@	\$44.00 /CY	=	-\$47,696.00 ( -15.75% )
Item No. 128: CLASS 3 AGGREGATE BASE					
-286 CY	( -5.48% )	@	\$62.00 /CY	=	-\$17,732.00 ( +7.39% )
Item No. 130: ASPHALT CONCRETE (TYPE A)					
-210 TON	( -1.05% )	@	\$81.00 /TON	=	-\$17,010.00 ( +13.86% )

Estimated total cost for Decrease in Contract Item.....(\$274,083.80)

**Extra Work at Lump Sum:**

Provide compensation for all additional traffic control and asphalt concrete grinding costs associated with this change and the lateral shift of temporary railing required for the Stage 6C traffic realignment.

For these costs, the Contractor shall be compensated a lump sum of \$133,050.00 which constitutes full and final compensation for all costs, including all markups, associated with this work.

Extra Work at Agreed Lump Sum .....\$133,050.00

**Adjustment of Compensation at Lump Sum:**

In accordance with Section 4-1.03, "Changes in Character of Work" of the Standard Specifications, compensate the Contractor for all additional costs associated with the construction of the Eastbound Mainline roadway from SFOBBLO Line Station 36+16.91 to 44+41.51 due to the revisions specified under this change order.

For these costs, the Contractor shall be compensated a lump sum of \$266,950.00 which constitutes full and final compensation for all costs, including all markups, associated with this work.

Adjustment of Compensation at Agreed Lump Sum .....\$266,950.00

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 149	Suppl. No. 2	Contract No. 04 - 0435V4	Road SF-80-4.9/5.9	FED. AID LOC.:
----------	--------------	--------------------------	--------------------	----------------

Compensation provided under this change order, along with the final compensation of \$323,200.00 provided as adjustment of compensation at agreed unit price under the original Change Order No. 149, constitutes full and final compensation for all traffic control costs associated with this change order, the original Change Order No. 149, and Change Order No. 149, Supplement No. 1.

Should Contractor-Controlled Insurance Program cost apply, these costs will be determined separately and compensated for by the State.

Estimated Cost: Increase ☒ Decrease ☐ \$150,226.20

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer Raj Oberoi	Date
-----------	---------------------------------	------

Approval Recommended by

Signature	Construction Manager Deanna Vilcheck	Date
-----------	---	------

Engineer Approval by

Signature	District Construction Deputy Director Mike Forner	Date
-----------	--	------

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date
-----------	------------------------	------



**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 4/18/2007 Page 1 of 2

TO: Deanna Vilcheck / Rajesh Oberoi			FILE: E.A. 04 - 0435V4	
FROM: Rajesh Oberoi			CO-RTE-PM SF-80-4.9/5.9	
FED. NO.				
CCO#: 149	SUPPLEMENT#: 2	Category Code: CJPH	CONTINGENCY BALANCE (incl. this change) <b>\$11,677,181.26</b>	
COST: <b>\$150,226.20</b>		INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>	HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: <b>\$0.00</b>		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
CCO DESCRIPTION: EB Roadway Staging			PROJECT DESCRIPTION: SEISMIC RETROFIT	
Original Contract Time: <b>1824</b> Day(s)	Time Adj. This Change: <b>DEF</b> Day(s)	Previously Approved CCO Time Adjustments: <b>188</b> Day(s)	Percentage Time Adjusted: (including this change) <b>10</b> %	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>0</b>

**THIS CHANGE ORDER PROVIDES FOR:**

Revisions to the roadway section and stage construction for the SFOBBLO Line eastbound mainline roadway.

The original Change Order No. 149 provided for the realignment of the Stage 5 Interim Eastbound Detour (ST6D Line) that allowed for the elimination of the construction and use of the proposed Interim First Street and Interim Essex Street On Ramps. Under the terms of that change order, costs associated with the added temporary support at the Bent 19U hinge and added costs associated with the staged construction of the eastbound mainline roadway were deferred. Change Order No. 149-1 provided compensation for the added temporary support at the Bent 19U hinge. This change order provides compensation for the added stage construction required for the eastbound mainline roadway construction.

The contract calls for the reconstruction of the existing mainline roadway for eastbound I-80 traffic. This as bid work was to be performed in one stage while traffic was traveling on the adjacent detour. Due to the realignment of the ST6D Line the roadway will need to be constructed over several stages with some of this work having to take place at night under full freeway closures. In addition to this revised staging, Project Development has issued revised plan sheets for the mainline comprised of widening some shoulder widths and replacing a portion of the planned full roadway section reconstruction with an asphalt concrete overlay. This change order provides for these revisions along with the revised stage construction.

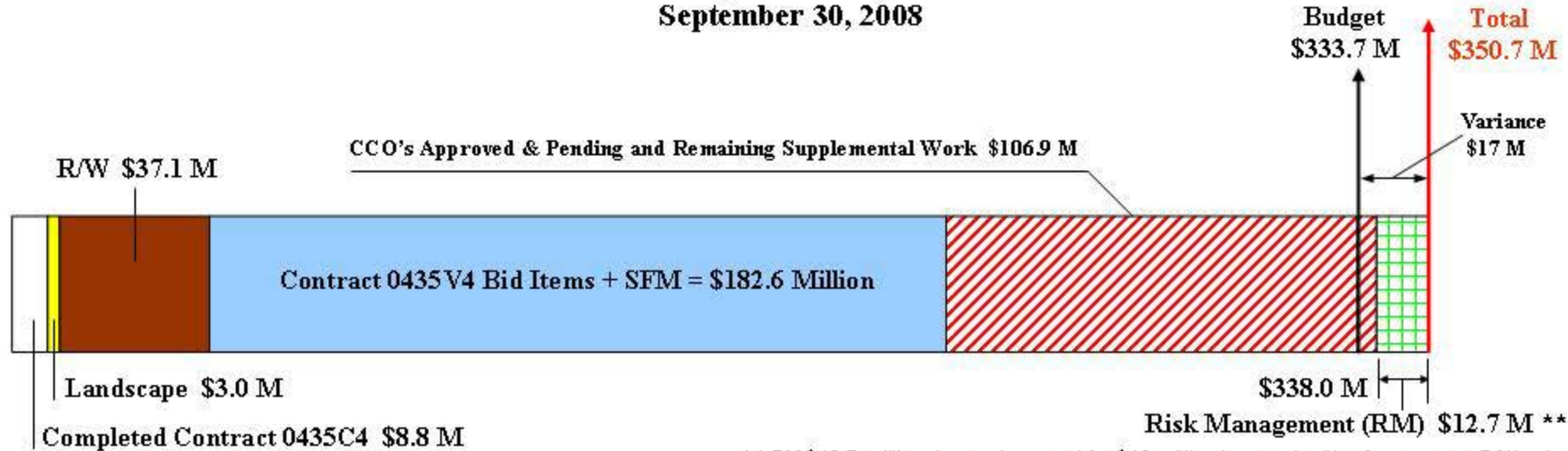
Compensation shall be provided by increasing and decreasing the appropriate contract items at an estimated net credit to the Department of \$249,773.80. An adjustment of compensation of \$266,950.00 shall be paid due to the inefficiencies and additional mobilization required to perform the work over several stages of construction in lieu of the as-planned single stage. The adjustment also includes additional costs incurred due to a portion of the work having to be performed at night or adjacent to live traffic. Costs associated with added traffic control, asphalt concrete grinding and lateral moves of temporary railing shall be paid as extra work at an agreed lump sum of \$133,050.00.

The total estimated change order cost of \$150,226.20 shall be financed from the contract's contingency fund. A cost analysis is on file.

Authorization to proceed with this work was granted by the Toll Bridge Program Oversight Committee (TBPOC) on February 15, 2007. This work was authorized to proceed, along with the temporary support at the Bent 19U hinge, for an amount not to exceed \$1,250,000. This change order, along with the \$285,660 paid for the temporary supports under Supplement No. 1, will result in a final cost of \$435,886.20 pertaining to the \$1,250,000 TBPOC authorization.

Adjustment of contract time is deferred as the work may affect the project's controlling operation.

# SFOBB West Approach Budget Analysis September 30, 2008



\*\* RM \$12.7 million does not account for \$18 million in opportunities from excess R/W sales.

**Contract 04-0435V4 & 0435C4 SFOBB West Approach  
Current Contract Budget Funding Status**  
September 30, 2008 Basis

Contract 0435V4 Contract Items	\$	177,878,840
State Furnished Materials (SFM)	\$	6,001,200
Subtotal	\$	183,880,040
Supplemental Work	\$	20,828,430
Contingency @ 4.9%	\$	9,931,530
Subtotal Original Contract Allotment	\$	214,640,000
Supplemental Budget Allocation Approved	\$	70,160,000
Pending Supplemental Fund Request Approval	\$	-
Total Current Contract Allotment 0435V4	\$	284,800,000
Remaining Unallotted Budget	\$	-
West Approach Right of Way (R/W)	\$	37,141,000
West Approach Landscape	\$	3,000,000
Completed Contract 0435C4	\$	8,759,000
Total Current West Approach Contract Budget	\$	333,700,000

Reported Total Forecast At Completion \$350,700,000  
In 2nd Quarter 2008 TBSRP Report

**Contract 04-0435V4 & 0435C4 SFOBB West Approach  
Contract Forecast At Completion (FAC) & Variance**  
September 30, 2008 Basis

Contract 0435V4 Contract Items	\$	177,878,840
State Furnished Materials (SFM)	\$	4,751,200
Subtotal	\$	182,630,040
Supplemental Work Remaining	\$	1,042,030
CCO's Item Overruns	\$	624,240
CCO's (Approved (232) + Pending (65) = Total (297))	\$	99,331,634
CCO's = or > \$1 Million Pending (1)	\$	5,460,000
CCO# Pending POC's approval (0)	\$	-
Total Ongoing Contract 0435V4	\$	289,087,944
Risk Management	\$	12,717,000
West Approach Right of Way (R/W)	\$	37,141,000
West Approach Landscape	\$	3,000,000
Completed Contract 0435C4	\$	8,759,000
Total	\$	350,704,944
Variance (Total - Current Budget)	\$	17,004,944

Confidential Draft – For Deliberative Purpose Only

Quantitative Risk Analysis is ongoing.

### **ITEM 3: PROGRESS REPORTS**

- a. Final December 2008 Monthly Progress  
Report

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** January 12, 2009

**FR:** Andrew Fremier, Deputy Executive Director, BATA

**RE:** Agenda No. - 3a  
Progress Reports  
Item- Final December 2008 Monthly Progress Report

---

**Recommendation:**

**APPROVAL** Confirmation

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

The PMT approved the final December 2008 Monthly Progress Report through delegated TBPOC authority on January 6, 2009, and requests TBPOC confirmation of this approval.

**Attachment(s):**

Final December 2008 Monthly Progress Report (see end of binder)





# Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

## Monthly Progress Report December 2008



**TOLL BRIDGE PROGRAM  
OVERSIGHT COMMITTEE**

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: January 2009





# Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

---

Monthly Progress Report  
December 2008

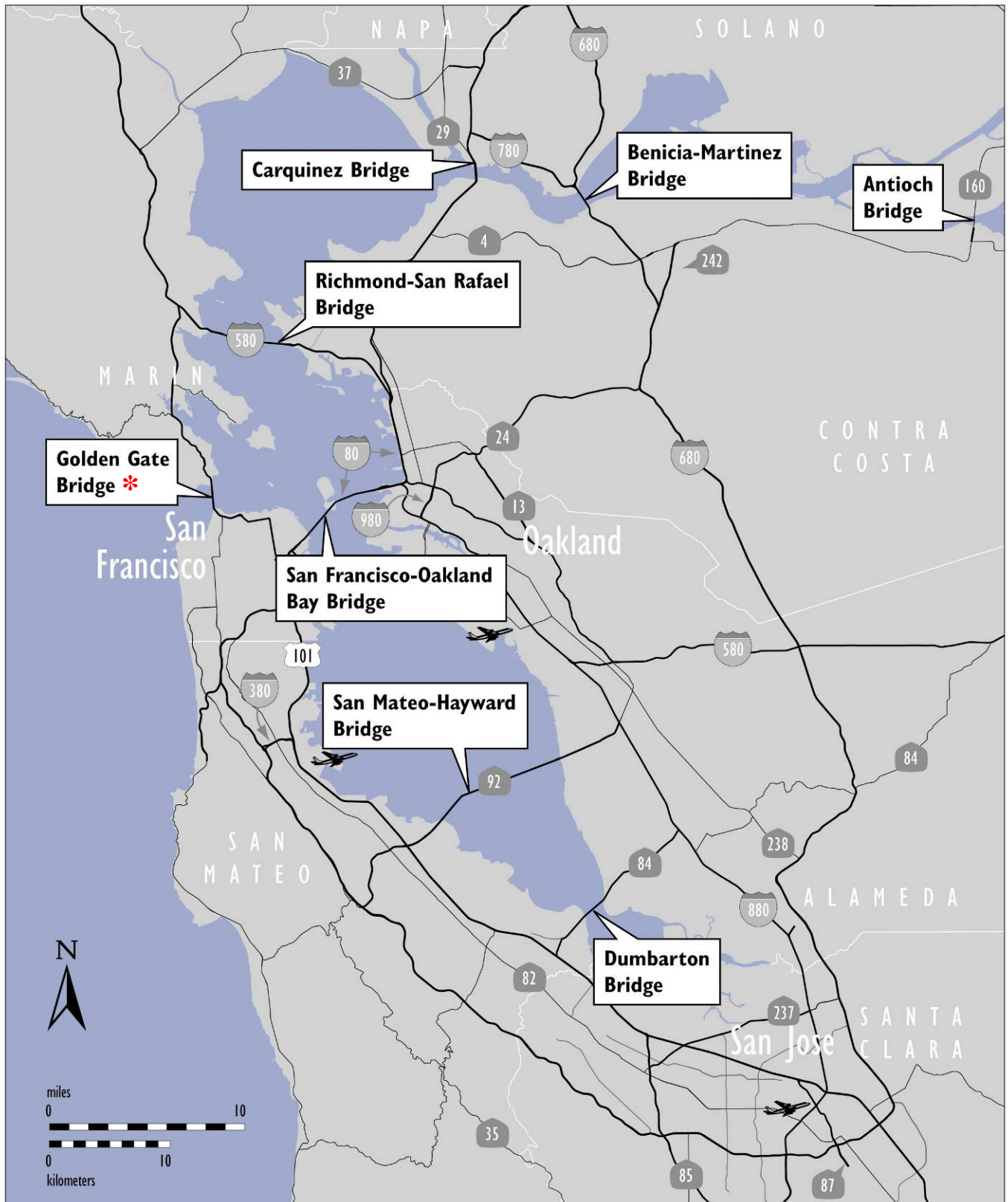




## TABLE OF CONTENTS

<b>Introduction</b>	<b>1</b>
<b>Executive Summary</b>	<b>2</b>
<i>Toll Bridge Seismic Retrofit Program—Cost</i>	2
<i>Toll Bridge Seismic Retrofit Program—Schedule</i>	3
<i>Regional Measure 1 Program—Cost</i>	4
<i>Regional Measure 1 Program—Schedule</i>	5
<i>Highlights of Project/Program Activities and TBPOC Actions for December 2008</i>	6
<b>Project / Contract Reports</b>	<b>7</b>
<i>San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary</i>	8
▶ Skyway Contract	10
▶ Self-Anchored Suspension (SAS) E2/T1 Foundations Contract	11
▶ Self-Anchored Suspension (SAS) Superstructure Contract	12
▶ Yerba Buena Island Detour (YBID)	16
▶ YBI Transition Contracts (YBITS)	18
▶ Oakland Touchdown Contracts	20
▶ Other Contracts	22
▶ Other Completed Contracts and Related Work	23
<i>San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project</i>	24
<i>Other Completed Seismic Retrofit Projects</i>	27
<i>Other Toll Bridges</i>	28
<b>Project / Contract Reports</b>	<b>30</b>
<i>New Benicia-Martinez Bridge Project Summary</i>	31
<i>Interstate 880/State Route 92 Interchange Reconstruction Project</i>	33
<i>Other Completed Regional Measure 1 (RM1) Projects</i>	36
<b>Appendices</b>	<b>37</b>
<i>Appendix A: Toll Bridge Seismic Retrofit Program</i>	38
<i>Appendix B: Toll Bridge Seismic Retrofit Program Cost Detail</i>	40
<i>Appendix C: YBITS Progress Diagram</i>	41
<i>Appendix D: OTD #1 Progress Diagram</i>	42
<i>Appendix E: West Approach Progress Diagram</i>	43
<i>Appendix F: Antioch/Dumbarton Bridge Baseline Schedule</i>	44
<i>Appendix G: Regional Measure 1 Program Cost Detail</i>	45
<i>Appendix H: Glossary of Terms</i>	48

## Toll Bridges of the San Francisco Bay Area



\* Under the jurisdiction of the Golden Gate Bridge, Highway and Transportation District

## INTRODUCTION

In July 2005, Assembly Bill 144, (AB 144) Hancock created the Toll Bridge Project Oversight Committee (TBPOC) to implement a project oversight and project control process for the state Toll Bridge Seismic Retrofit Program projects and the Benicia-Martinez Bridge project. The TBPOC comprises the Director of the California Department of Transportation (Caltrans), the Executive Director of the Bay Area Toll Authority (BATA) and the Director of the California Transportation Commission (CTC). The TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of \$1 million (as defined by the committee) and preparing project reports.

AB 144 identified the Toll Bridge Seismic Retrofit Program and the new Benicia-Martinez Bridge Project as being under the direct oversight of the TBPOC. The Toll Bridge Seismic Retrofit Program includes:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Complete
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
Eastbound Carquinez Bridge Seismic Retrofit	Complete
New Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The new Benicia-Martinez Bridge is part of a larger program of toll-funded projects, called the Regional Measure 1 (RM1) Toll Bridge Program, under the responsibility of the BATA. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans will continue to report on their progress as an informational item. The RM1 program includes:

RM1 Projects	Open to Traffic Status
Interstate 880/State Route 92 Interchange Reconstruction	Construction/Open
Old Benicia-Martinez Bridge Reconstruction	Construction/Open
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

This report focuses on identifying critical project issues and monitoring project cost and schedule performance for the projects as measured against approved budgets and schedule milestones. This report is intended to fulfill Caltrans' requirement to provide monthly project progress reporting to the TBPOC under Section 30952.05 of the Streets and Highway Code.

## EXECUTIVE SUMMARY

## Toll Bridge Seismic Retrofit Program—Cost (\$ Millions)

Project	Work Status	AB 144 / SB 66 Budget (07/20/05)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast* (11/2008)	At- Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
<b>SFOBB East Span Replacement Project</b>								
Capital Outlay Support		959.3	-	959.3	665.1	977.1	17.8	●
Capital Outlay Construction		-	-	-	-	-	-	
Skyway	Complete	1,293.0	(38.9)	1,254.1	1,236.6	1,254.1	-	●
SAS E2/T1 Foundations	Complete	313.5	(32.6)	280.9	275.0	280.9	-	●
SAS Superstructure	Construction	1,753.7	-	1,753.7	575.4	1,767.4	13.7	●
YBI Detour	Design/Const	132.0	310.2	442.2	249.9	461.2	19.0	●
YBI Transition Structures		299.3	(23.2)	276.1	-	276.1	-	●
* YBITS Contract No. 1	Design	-	-	-	-	214.3	-	
* YBITS Contract No. 2	Design	-	-	-	-	58.5	-	
* YBITS Contract No. 3 - Landscape	Design	-	-	-	-	3.3	-	
Oakland Touchdown (OTD)		283.8		283.8	135.0	302.5	18.7	
* OTD Submarine Cable	Complete	-	-	-	7.9	9.6	-	●
* OTD No. 1 (Westbound)	Construction	-	-	-	127.2	226.5	-	●
* OTD No. 2 (Eastbound)	Design	-	-	-	-	62.0	-	●
* OTD Electrical Systems	Design	-	-	-	-	4.4	-	●
Existing Bridge Demolition	Design	239.2	-	239.2	-	222.0	(17.2)	●
Stormwater Treatment Measures	Complete	15.0	3.3	18.3	16.6	18.3	-	●
East Span Completed Projects		90.3	-	90.3	89.2	90.3	-	
Right-of-Way and Environmental Mitigation		72.4	-	72.4	39.3	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	
<b>Total SFOBB East Span Replacement Project</b>		<b>5,486.6</b>	<b>215.5</b>	<b>5,702.1</b>	<b>3,282.8</b>	<b>5,730.0</b>	<b>27.9</b>	
<b>SFOBB West Approach Replacement</b>	Construction							●
Capital Outlay Support		120.0	-	120.0	110.9	120.0	-	
Capital Outlay Construction		309.0	41.7	350.7	302.5	350.7	-	●
<b>Total SFOBB West Approach Replacement</b>		<b>429.0</b>	<b>41.7</b>	<b>470.7</b>	<b>414.4</b>	<b>470.7</b>	<b>-</b>	
<b>Richmond-San Rafael Bridge Retrofit</b>	Complete	-	-	-	-	-	-	●
Capital Outlay Support		134.0	(7.0)	127.0	126.7	127.0	-	
Capital Outlay Construction & Right-of-Way		780.0	(90.5)	689.5	668.1	689.5	-	
<b>Total Richmond-San Rafael Bridge Retrofit</b>		<b>914.0</b>	<b>(97.5)</b>	<b>816.5</b>	<b>794.8</b>	<b>816.5</b>	<b>-</b>	
<b>Program Completed Projects</b>	Complete						-	
Capital Outlay Support		219.8	-	219.8	219.4	219.8	-	
Capital Outlay Construction		705.6	-	705.6	699.0	705.6	-	
<b>Total Program Completed Projects</b>		<b>925.4</b>	<b>-</b>	<b>925.4</b>	<b>918.4</b>	<b>925.4</b>	<b>-</b>	
<b>Miscellaneous Program Costs</b>		<b>30.0</b>	<b>-</b>	<b>30.0</b>	<b>24.7</b>	<b>30.0</b>	<b>-</b>	
<b>Program Contingency</b>		<b>900.0</b>	<b>(159.7)</b>	<b>740.3</b>	<b>-</b>	<b>712.4</b>	<b>(27.9)</b>	
<b>Total Toll Bridge Seismic Retrofit Program</b>		<b>8,685.0</b>	<b>-</b>	<b>8,685.0</b>	<b>5,435.1</b>	<b>8,685.0</b>	<b>-</b>	

● Within Approved Current Schedule and Budget

● Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation

● Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming

\*Current contract allotment to install two submarine electrical cables is \$11.5 million. Additional non-program funding to support this allocation beyond the \$9.6 million of available program funds has been made available by the Treasure Island Development Authority.

## Toll Bridge Seismic Retrofit Program—Schedule

Project	AB 144 / SB 66 Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2008)	Project Complete Schedule Forecast (11/2008)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e - d	g	h
<b>SFOBB East Span Replacement Project</b>							
Skyway	Apr 07	8	Dec 07	Dec 07	-	●	See page 10.
SAS E2/T1 Foundations	Jun 08	(5)	Jan 08	Jan 08	-	●	
SAS Superstructure	Mar 12	12	Mar 13	Mar 13	-	●	See discussion on page 12.
YBI Detour	Jul 07	36	Jun 10	Jun 10	-	●	See discussion on page 16.
YBI Transition Structures	Nov 13	12	Nov 14	Nov 14	-	●	
Oakland Touchdown (OTD)	Nov 13	12	Nov 14	Nov 14	-	●	See Note.
• OTD Submarine Cable	n/a	-	Jan 08	Jan 08	-	●	
• OTD Westbound	n/a	-	Jan 10	Jan 10	-	●	
• OTD Eastbound	n/a	-	Nov 14	Nov 14	-	●	
Existing Bridge Demolition	Sep 14	12	Sep 15	Sep 15	-	●	See Note.
Stormwater Treatment Measures	Mar 08	-	Mar 08	Mar 08	-	●	
◆ Open to Traffic Date: Westbound	Sep 11	12	Sep 12	Sep 12	-	●	See Note.
◆ Open to Traffic Date: Eastbound	Sep 12	12	Sep 13	Sep 13	-	●	See Note.
<b>SFOBB West Approach Replacement</b>	Aug 09	(7)	Jan 09	Jan 09	-	●	Seismic retrofit completed December 2, 2008. Ongoing punchlist and close-out items scheduled for completion by February 2009.
◆ Open to Traffic Date: Mainline Realignment	n/a	-	Apr 08	Apr 08	-	●	Opened to traffic April 12, 2008
<b>Richmond-San Rafael Bridge</b>							
• Seismic Retrofit	Aug 05	(1)	Jul 05	Jul 05	-	●	Seismic retrofit completed July 29, 2005. Formal acceptance of contract October 28, 2005. \$89 million has been transferred to Program Contingency.

*Note: Schedules for selected projects and the Open to Traffic dates were extended by 12 months from the AB144/SB66 baseline schedule due to Addenda #5 and #7 on the SAS Superstructure contract.*

## Regional Measure 1 Program—Cost (\$ Millions)

Project	Work Status	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast* (11/2008)	At- Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
<b>New Benicia-Martinez Bridge Project</b>	Construction							●
Capital Outlay Support		157.1	35.2	192.3	184.6	192.3	-	-
Capital Outlay Construction		861.6	173.5	1,035.1	975.9	1,035.1	-	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	16.9	20.3	-	-
Project Reserve		20.8	4.0	24.8	-	24.8	-	-
<b>Total New Benicia-Martinez Bridge Project</b>		<b>1,059.9</b>	<b>212.6</b>	<b>1,272.5</b>	<b>1,177.4</b>	<b>1,272.5</b>	<b>-</b>	<b>-</b>
<b>Carquinez Bridge Replacement Project</b>	Complete							●
Capital Outlay Support		124.4	(0.2)	124.2	123.8	123.9	(0.3)	
Capital Outlay Construction		381.2	3.2	384.4	378.7	384.5	0.1	
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-	
Project Reserve		12.1	(3.0)	9.1	-	0.3	(8.8)	
<b>Total Carquinez Bridge Replacement Project</b>		<b>528.2</b>	<b>-</b>	<b>528.2</b>	<b>512.4</b>	<b>519.2</b>	<b>(9.0)</b>	
<b>I-880/SR-92 Interchange Reconstruction</b>	Construction							●
Capital Outlay Support		28.8	26.2	55.0	43.9	55.0	-	-
Capital Outlay Construction		94.8	60.2	155.0	49.6	155.0	-	-
Capital Outlay Right-of-Way		9.9	7.0	16.9	11.6	16.9	-	-
Project Reserve		0.3	17.8	18.1	-	18.1	-	-
<b>Total I-880/SR-92 Interchange Reconstruction</b>		<b>133.8</b>	<b>111.2</b>	<b>245.0</b>	<b>105.1</b>	<b>245.0</b>	<b>-</b>	<b>-</b>
<b>Program Completed Projects</b>	Complete							
Capital Outlay Support		62.0	(5.0)	57.0	57.5	58.8	1.8	-
Capital Outlay Construction		324.4	3.6	328.0	308.0	313.0	(15.0)	-
Capital Outlay Right-of-Way		1.7	-	1.7	0.5	0.8	(0.9)	-
Project Reserve		2.6	1.4	4.0	-	7.1	3.1	-
<b>Total Program Completed Projects</b>		<b>390.7</b>	<b>-</b>	<b>390.7</b>	<b>366.0</b>	<b>379.7</b>	<b>(11.0)</b>	<b>-</b>
<b>Total Regional Measure 1 Program</b>		<b>2,112.6</b>	<b>323.8</b>	<b>2,436.4</b>	<b>2,160.9</b>	<b>2,416.4</b>	<b>(20.0)</b>	<b>-</b>

- Within Approved Current Schedule and Budget
- Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation
- Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming

Notes: Details may not sum to totals due to rounding effects.

Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.

## Regional Measure 1 Program—Schedule

Project	BATA Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2008)	Project Complete Schedule Forecast (11/2008)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e - d	g	h
<b>New Benicia-Martinez Bridge Project</b>							
• Existing Bridge & Interchange Modifications	Dec 09	-	Dec 09	Oct 09	(2)	●	See page 31.
• Open to Traffic Date	Dec 07	-	Aug 07	Aug 07	-	●	
<b>I-880/SR-92 Interchange Reconstruction</b>	Dec 10	-	Jun 11	Jun 11	-	●	



## Highlights of Project/Program Activities and TBPOC Actions for December 2008

---

### Toll Bridge Seismic Retrofit Program

#### SFOBB East Span Seismic Replacement Project

- ◆ On the San Francisco-Oakland Bay Bridge West Approach Replacement Project, the California Department of Transportation (Caltrans) certified seismic safety on the project on December 22, 2008. Final close-out and punchlist work is ongoing. BATA allocated \$17 million to the project in December 2008.
- ◆ On the San Francisco-Oakland Bay Bridge East Span Replacement Project, additional temporary structures to support the erection of the self-anchored suspension span have been off-loaded to a barge in San Francisco Bay. A number of the temporary structures have already been erected into place on Yerba Buena Island and in the Bay. Construction is also ongoing on the detour viaduct on Yerba Buena Island and on the Oakland touchdown approach structures.

#### New Benicia-Martinez Bridge Project

- ◆ On the Existing Benicia-Martinez Bridge Modification Contract, work to modify the old southbound Benicia-Martinez Bridge is proceeding ahead of schedule. The contract will open the old bridge up to four southbound lanes (one more than before) with shoulders and a new pedestrian/bicycle lane. Barring extraordinary days of inclement weather and unforeseen construction difficulties, Caltrans is forecasting the work to be complete two months early in October 2009.



(6.1) Offload of Temporary Structures from the Zhenhua 19 to Barges



## PROJECT / CONTRACT REPORTS

### Toll Bridge Seismic Retrofit Program

---

#### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

- Skyway Contract
- Self-Anchored Suspension (SAS) E2/T1 Foundations Contract
- Self-Anchored Suspension (SAS) Superstructure Contract
- Yerba Buena Island (YBI)

#### Yerba Buena Island (YBI) Detour Contract

#### Yerba Buena Island (YBI) Transition Structure Contracts

- Oakland Touchdown (OTD)

#### Oakland Touchdown (OTD) Submarine Cable Relocation Contract

#### Oakland Touchdown (OTD) #1 Contract

#### Oakland Touchdown (OTD) #2 Contract

- Other Major Contracts
- Other Contracts and Related Project Work

#### San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

#### Other Completed Seismic Retrofit Projects

## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

**Project Description:** The East Span will be seismically retrofitted through the complete replacement of the existing span. The remaining effort for this project consists of the following contracts: SAS Superstructure—construction of a self-anchored 385-meter main span superstructure incorporating a 160-meter fabricated structural steel tower with a main cable and inclined suspenders that will support steel orthotropic box girder decks; Yerba Buena Island (YBI) Detour—design and construction of a temporary double-deck bypass structure that will detour traffic to the existing SFOBB, while completing the westerly permanent tie-in structure of the new East Span at Yerba Buena Island; YBI Structures—construction of a new structure connecting the western end of the self-anchored suspension to the Yerba Buena Island viaduct, which will be retrofitted; Oakland Touchdown—at the Oakland end of the East Span, construction of two parallel, cast-in-place post-tensioned concrete viaducts, which join the Skyway to the at-grade Oakland approach fill; and Existing Bridge Demolition—demolition of the existing 1936 SFOBB East Span structure after the construction and placement of traffic onto the new East Span.

### SFOBB East Span Replacement Cost Summary (\$ Millions)

Contract	AB 144/ SB 66 Budget	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	959.3	-	959.3	665.1	977.1	17.8
Capital Outlay	-	-	-	-	-	-
Skyway	1,293.0	(38.9)	1,254.1	1,236.6	1,254.1	-
SAS E2/T1 Foundations	313.5	(32.6)	280.9	275.0	280.9	-
SAS Superstructure	1,753.7	-	1,753.7	575.4	1,767.4	13.7
YBI Detour	132.0	310.2	442.2	249.9	461.2	19.0
YBI Transition Structures	299.3	(23.2)	276.1	-	276.1	-
* YBITS 1	-	-	-	-	214.3	-
* YBITS 2	-	-	-	-	58.5	-
* YBITS 3 - Landscape	-	-	-	-	3.3	-
Oakland Touchdown	283.8	-	283.8	135.0	302.5	18.7
* OTD Submarine Cable	-	-	-	7.9	9.6	-
* OTD Westbound	-	-	-	127.2	226.5	-
* OTD Eastbound	-	-	-	-	62.0	-
* OTD Electrical Systems	-	-	-	-	4.4	-
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	3.3	18.3	16.6	18.3	-
East Span Completed Projects	90.3	-	90.3	89.2	90.3	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	39.3	72.4	-
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
<b>TOTAL</b>	<b>5,486.6</b>	<b>215.5</b>	<b>5,702.1</b>	<b>3,282.8</b>	<b>5,730.0</b>	<b>27.9</b>

## SFOBB East Span Replacement Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
Skyway	April 2007	8	December 2007	December 2007	-
YBI Detour*	July 2007	36	June 2010	June 2010	-
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-
SAS E2/T1 Foundations	June 2008	(5)	January 2008	January 2008	-
SAS Superstructure	March 2012	12	March 2013	March 2013	-
Oakland Touchdown (OTD)	November 2013	12	December 2014	December 2014	-
* OTD Submarine Cable	n/a	-	January 2008	January 2008	-
* OTD No. 1 (Westbound)	n/a	-	January 2010	January 2010	-
* OTD No. 2 (Eastbound)	n/a	-	November 2014	November 2014	-
YBI Transition Structure*	November 2013	12	November 2014	November 2014	-
Existing Bridge Demolition*	September 2014	12	September 2015	September 2015	-
Open to Traffic: Westbound	September 2011	12	September 2012	September 2012	-
Open to Traffic: Eastbound	September 2012	12	September 2013	September 2013	-

\*Contract schedules being further assessed due to changes in SAS schedule.

**Project Status:** Construction is complete for the Skyway, SAS E2/T1 Foundations and Stormwater Treatment Measures contracts. Construction is currently ongoing for the YBI Detour, SAS Superstructure, and OTD #1 (westbound) contracts. Contracts in design include the OTD #2 (eastbound), YBITS Contract #2 and the Existing Bridge Demolition contract. Design of each contract is proceeding per its schedule requirements. The YBI Transition Structure (YBITS) Contract #1 has been advertised.

**Project Issues:** All projects except Demolition have a Risk Response Team and a Risk Register incorporating quantitative risk analyses. A Risk Register has also been developed for Capital Outlay Support (COS) costs, as well as a program-level risk register that captures risks common to all project. The development of a quantitative COS risk analysis is ongoing and is trending higher COS costs for the project.

The Risk Response Team for COS is evaluating the program costs and developing response actions to mitigate. Many of the actions have been effective, as evidenced by a reduction of risk impacts on the Skyway and E2/T1 contracts from the previous quarter. The effort to develop and execute risk response actions to mitigate the cost and schedule impacts posed by risk issues continues to be a high priority.

**Recent TBPOC Actions:** See the following contract detail pages for specific TBPOC actions on the East Span contracts.

## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► SKYWAY CONTRACT

**Contract Description:** On the SFOBB East Span Replacement Project, the Skyway contract constructed twin pre-cast concrete segmental bridges that will connect the Oakland approach traffic to the new SAS.

#### Skyway Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - Skyway						
Capital Outlay Support	197.0	(16.0)	181.0	181.0	181.0	-
Capital Outlay Construction	1,293.0	(38.9)	1,254.1	1,236.6	1,254.1	-
<b>TOTAL</b>	<b>1,490.0</b>	<b>(54.9)</b>	<b>1,435.1</b>	<b>1,417.6</b>	<b>1,435.1</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects.*

#### Skyway Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
East Span - Skyway	April 2007	7	December 2007	December 2007	-

#### Contract Status:

- The contract was substantially completed by the end of 2007 and Caltrans accepted the Skyway Contract on March 24, 2008 upon completion of final punchlist items.

**Contract Issues:** None.

**Recent TBPOC Actions:** None.



(10.1) Rendering of the Completed East Span

## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► SELF-ANCHORED SUSPENSION (SAS) E2/T1 FOUNDATIONS CONTRACT

**Contract Description:** The Self-Anchored Suspension (SAS) Span E2/T1 Foundation contract constructed the main tower foundation at location T1 and the foundations and columns of the first pier east of the main tower at location E2 in San Francisco Bay. The foundations and columns of the first pier west of the main tower located at W2 on Yerba Buena Island were completed under a separate earlier contract.

#### SAS E2/T1 Foundations Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS E2 / T1 Foundations						
Capital Outlay Support	52.5	(21.5)	31.0	28.3	31.0	-
Capital Outlay Construction	313.5	(32.6)	280.9	275.0	280.9	-
<b>TOTAL</b>	<b>366.0</b>	<b>(54.1)</b>	<b>311.9</b>	<b>303.3</b>	<b>311.9</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects.*

#### SAS E2/T1 Foundations Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
East Span - SAS E2 / T1 Foundations	June 2008	(5)	January 2008	January 2008	-

#### Contract Status:

- The SAS E2/T1 Marine Foundations Contract was completed and accepted by Caltrans on January 18, 2008. With completion of this contract, all foundations for the SAS have now been completed.

**Contract Issues:** None.

**Recent TBPOC Actions:** None.



(11.1) SAS E2 Crossbeam Falsework

## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► SELF-ANCHORED SUSPENSION (SAS) SUPERSTRUCTURE CONTRACT

**Contract Description:** The Self-Anchored Suspension (SAS) Superstructure contract constructs a signature tower span between the Skyway and the Yerba Buena Island transition structure. Work on the SAS bridge has been split between three contracts—the SAS Superstructure (under construction), the SAS E2/T1 Foundation (completed), and the SAS W2 Foundation (completed).

#### SAS Superstructure Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS Superstructure						
Capital Outlay Support	214.6	-	214.6	116.1	214.6	-
Capital Outlay Construction	1,753.7	-	1,753.7	575.4	1,767.4	13.7
<b>TOTAL</b>	<b>1,968.3</b>	<b>-</b>	<b>1,968.3</b>	<b>691.5</b>	<b>1,982.0</b>	<b>13.7</b>

*Note: Details may not sum to totals due to rounding effects.*

#### SAS Superstructure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
East Span - SAS Superstructure	March 2012	12	March 2013	March 2013	-

#### Contract Status:

- As of November 2008, the SAS bridge contract was 36% completed based on the expended value of the contract.
- Ongoing field and marine work includes the construction of the permanent bent caps E2 & W2 to be completed in early 2009, and temporary structures A, B, C, D, F, G (see the **SAS progress diagram on page 15**) eastbound and westbound that will support the steel bridge deck of the SAS structure during construction. Completion of all temporary foundation structures is expected in the summer of 2009.
- Fabrication of the towers, roadway decks, and saddles continue in Asia. Temporary support structures are being erected in the Bay and on Yerba Buena Island to support the new east span.
- A large barge-mounted crane will be used to erect the new bridge. The barge was completed in Portland, Oregon and shipped to China in April 2008 for fitting with the crane. The completed crane barge is scheduled to arrive in the Bay Area in February of 2009.



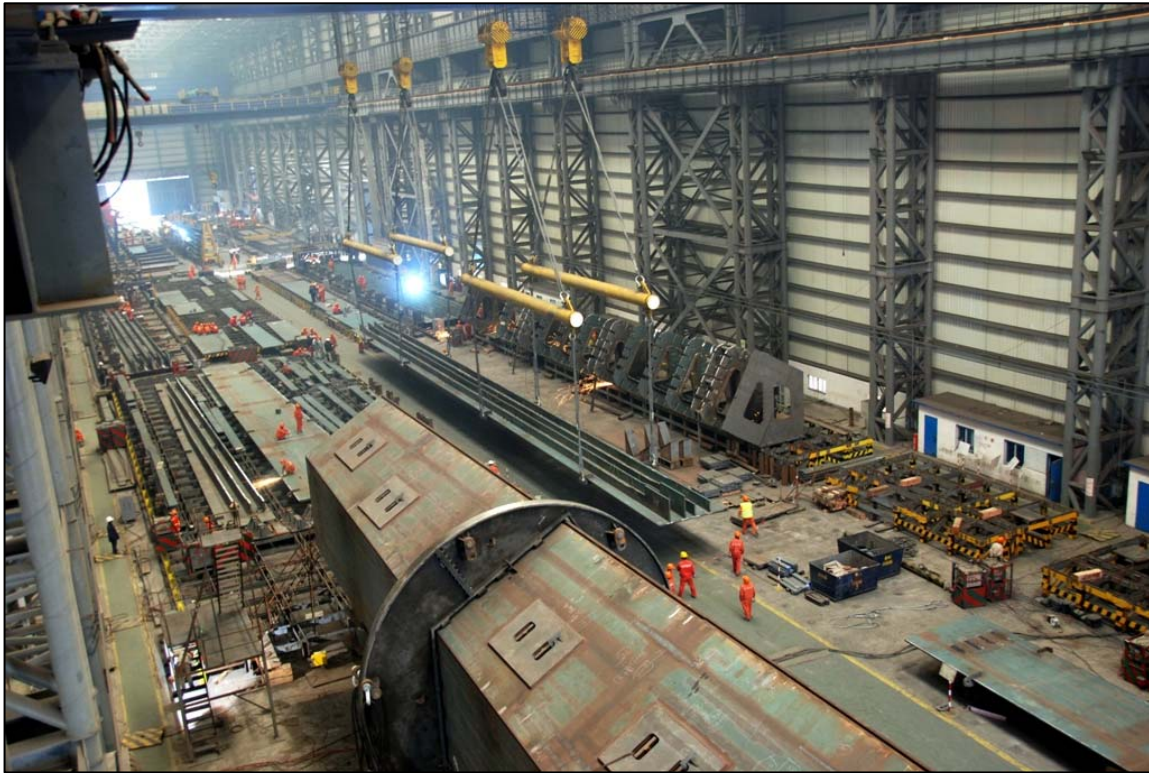
**Contract Issues:**

Issue	Mitigating Action
<p>The SAS contractor has stated that the fabrication schedule for the Orthotropic Box Girder (OBG) is up to six months behind schedule. While not yet on the critical path for the project, this delay may increase and result in additional cross-impacts to the corridor schedule.</p>	<p>Caltrans has established a construction team to monitor fabrication. The TBPOC is working closely with the contractor to evaluate and identify possible mitigation measures for the schedule delay.</p>

**Recent TBPOC Actions:** None.**(13.1)** Box Girder Fabrication Shop**(13.2)** Stiffener Welding for Tower Segments**(13.3)** Temporary Support Structure Ship Zhenhua 19 Docked at Pier 7**(13.4)** Deck Panel Storage



### Contract Photographs from Changxing Island, China



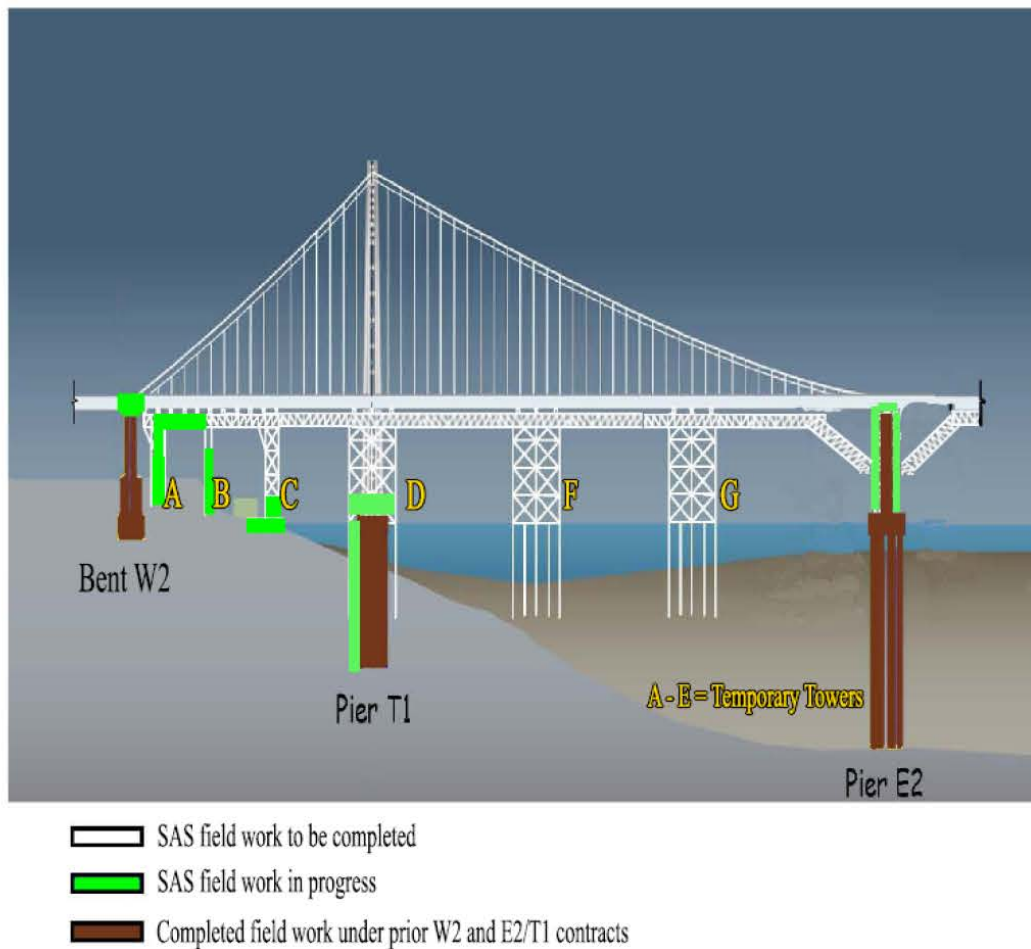
(14.1) Tower Fabrication Shop 1



(14.2) Tower Fabrication Shop 2



## SAS Superstructure Construction Progress



(15.1) First Completed Deck Section

## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► YERBA BUENA ISLAND DETOUR (YBID)

**Contract Description:** The YBI Detour constructs a temporary detour from the YBI tunnel to the existing east span of the Bay Bridge. This detour maintains traffic on the existing bridge while the YBI Transition Structure Contract completes the tie-in from the SAS to the existing tunnel.

#### YBI Detour Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
YBI Detour						
Capital Outlay Support	29.4	36.6	66.0	52.7	66.0	-
Capital Outlay Construction	132.0	310.2	442.2	249.9	461.2	19.0
<b>TOTAL</b>	<b>161.4</b>	<b>346.8</b>	<b>508.2</b>	<b>302.6</b>	<b>527.2</b>	<b>19.0</b>

*Note: Details may not sum to totals due to rounding effects.*

#### YBI Detour Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
YBI Detour *	July 2005	40	June 2010	June 2010	-

\* Contract schedule under assessment. See Contract Issues on the following page.

#### Contract Status:

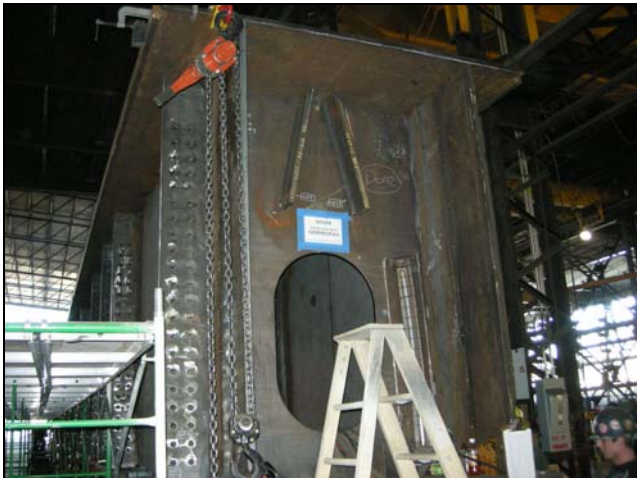
- The TBPOC has approved a number of scope and schedule changes to better time the opening of the detour with the current revised project schedule. Along with pacing the construction of the detour bridge for an opening in mid to late 2009, select bridge work for the Yerba Buena Island transition structures was advanced on the detour contract to minimize construction schedule delay risks from construction delays on bridge foundations.
- The detour viaduct construction continues with erection of the west tie-in and viaduct structures and fabrication of the east tie-in roll-in viaduct and support structures (see photos on the following page).
- The east tie-in to the existing bridge support foundation system is currently being constructed on Yerba Buena Island, while fabrication of the roll-in structures (skid beams and truss) has started in Arizona and Washington. The east tie-in field work is 40% complete as of November 2008.
- The advanced work on the substructures foundations and columns (see photo #17.4). On the Yerba Buena Island Transition contract is continuing. As of November 2008, 60% of the advanced work has been completed.

**Recent TBPOC Actions:** None.

**Contract Issues:** None.

Issue	Mitigating Action
Caltrans will need to negotiate a number of contract change orders to implement the aforementioned changes to the contract.	The TBPOC has approved a plan of action to implement the changes. Caltrans is currently negotiating outstanding contract changes.

### Contract Photographs



*(17.1) Fabrication of Temporary Steel Support Structures for YBI Detour*



*(17.2) Fabrication of Temporary Steel Support Structures for YBI Detour*



*(17.3) Fabrication of Temporary Steel Support Structures for YBI Detour*



*(17.4) Fabrication of Temporary Steel Support Structures for YBI Detour*



## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► YBI TRANSITION CONTRACTS (YBITS)

**Contract Description:** The YBI Transition Structure contracts will construct the mainline YBI Transition Structures (YBITS) that will connect the SAS portion of the new bridge to the newly rolled in WTI Phase I structure. YBITS #1 will construct the mainline approach structure from the new bridge to the WTI Phase I structure. YBITS #2 will demolish the YBI Detour temporary structure, complete the new eastbound on-ramp, reconstruct local affected facilities at YBI and complete the bike path from the SAS to YBI (except for a section of the path that conflicts with existing column E1). That section of the path is contemplated to be completed in the demolition contract. A YBI landscaping contract will restore slopes and vegetation in areas affected by the YBI construction.

#### YBI Transition Structure Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	78.7	-	78.7	22.4	78.7	-
Capital Outlay Construction	-	-	-	-	-	-
YBITS Contract #1	-	-	-	-	-	-
YBITS Contract #2	-	-	-	-	-	-
YBITS Contract #3 - Landscape	-	-	-	-	-	-
Total Capital Outlay Construction	299.3	(23.2)	276.1	-	276.1	-
<b>TOTAL</b>	<b>378.0</b>	<b>(23.2)</b>	<b>354.8</b>	<b>22.4</b>	<b>354.8</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects.*

#### YBI Transition Structure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (06/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
YBI Transition Structure	November 2013	12	November 2014	November 2014	-

#### Contract Status:

- The Yerba Buena Transition Structure #1 contract was advertised in August 2008. Caltrans held a contractor's outreach for the contract in September 2008. An addendum was issued on October 24, 2008 to change the bid opening date from January 13, 2009 to July 13, 2009.
- The remaining Yerba Buena Island bridge contracts will be advertised at a later date per the project schedule requirement.
- Some foundations and columns for the transition structure are currently being installed by the YBID contract (see **photos #19.1 through #19.4 and the Project Progress Diagram in Appendix D**).

**Contract Issues:** None.

**Recent TBPOC Actions:** None.

## Contract Photographs



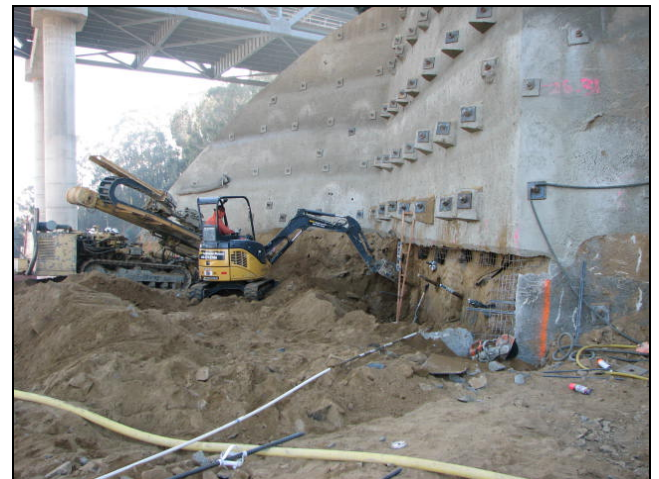
(19.1) YBITS Column W3L Complete



(19.2) YBITS Column W3R



(19.3) YBITS W4R Column Complete



(19.4) YBITS W7 revised Soil Nail Wall

## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► OAKLAND TOUCHDOWN CONTRACTS

**Contract Descriptions:** The Oakland Touchdown #1 contract includes construction of all marine foundations and land foundations (except for the eastbound abutment), westbound bridge section, and one frame of the eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza. The Oakland Touchdown #2 Contract includes construction of the remaining eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza. This work would occur once the westbound traffic is shifted onto the new westbound bridge, including the SAS. The Submarine Cable Relocation Contract replaced the existing submarine electrical cable from Oakland to Treasure Island and was completed ahead of the OTD Contract #1, which avoided potential construction conflicts.

#### Oakland Touchdown Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	74.4	-	74.4	47.2	92.1	17.7
Capital Outlay Construction	-	-	-		-	-
OTD Submarine Cable	-	-	-	7.8	9.6	-
Oakland Touchdown #1	-	-	-	127.2	226.5	-
Oakland Touchdown #2	-	-	-	-	62.0	-
Oakland Touchdown Electrical	-	-	-	-	4.4	-
Total Capital Outlay Construction	283.8	-	283.8	135.0	303.5	18.7
<b>TOTAL</b>	<b>358.2</b>	<b>-</b>	<b>358.2</b>	<b>182.2</b>	<b>394.6</b>	<b>36.4</b>

*Note: Details may not sum to totals due to rounding effects. The allocation of AB144/SB 66 budgets is proceeding. Budget amount is TBD. Overall OTD budgets and forecasts are shown on page 2.*

#### Oakland Touchdown Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (6/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
OTD Submarine Cable	-	-	January 2008	January 2008	-
Oakland Touchdown #1	-	-	January 2010	January 2010	-
Oakland Touchdown #2	-	-	November 2014	November 2014	-

#### Contract Status

- The Oakland Touchdown #1 contract was 64% completed based on the expended value of the contract as of the end of November 2008 (see **progress diagram in Appendix E**).
- On the westbound approach bridge, the contractor has completed all foundation work and is now proceeding on the installation of temporary support falsework and soffit deck for the superstructure. Installation of reinforcing steel on the deck has started, with the first concrete pour scheduled by the end of December 2008.
- Work is ongoing on the foundation and columns for the eastbound approach bridge (see **photo #'s 21.1 through 21.4 on the facing page**).
- Foundation work for the new mole substation has been completed and manhole and conduit installation has begun.



- The submarine cable relocation contract was competed in January 2008. The Oakland Touchdown #2 contract is in design and will be advertised at a later date per the project schedule.

**Recent TBPOC Actions:** None.

Issue	Mitigating Action
Due to delays with integrated shop drawings, there is a potential delay of six months to completion of the contract.	This contract is not on the critical path schedule for opening the new bridge and any delay would not impact the corridor schedule. Caltrans and the contractor are discussing delay costs and investigating mitigation measures.

## Contract Photographs



(21.1) OTD1 Column E18R



(21.2) OTD1 Column E17R



(21.3) OTD1 Frame Concrete



(21.4) OTD1 Column E22R Piles Driven

## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► OTHER CONTRACTS

**Contract Descriptions:** Other major contracts include the Stormwater Treatment Measures contract, which implements best practices for storm water runoff treatment at the SFOBB toll plaza and approaches to the SFOBB toll plaza, and the Existing Bridge Demolition contract, which implements the complete removal of the existing 1936 east span following the opening of the new bridge.

#### Other Major Contracts Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (6/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	85.7	2.0	87.7	8.4	87.7	-
Capital Outlay Construction	-	-	-	-	-	-
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	3.3	18.3	16.6	18.3	-
Total Capital Outlay Construction	254.2	3.3	257.5	16.6	240.3	(17.2)
<b>TOTAL</b>	<b>339.9</b>	<b>5.3</b>	<b>345.2</b>	<b>25.0</b>	<b>328.0</b>	<b>(17.2)</b>

*Note: Details may not sum to totals due to rounding effects.*

#### Other Major Contracts Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)	% Design Comp.
Existing Bridge Demolition	September 2014	12	September 2015	September 2015	-	10
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-	N/A

#### Contract Status:

**Stormwater Treatment Measures:** The contract was accepted in December 2007.

**Bridge Demolition:** Design work has been temporarily suspended to assign engineering resources to higher priority tasks, and will resume at a later time. The contract schedule completion date has been extended by 12 months due to a 12-month SAS contract extension. The \$17.2 million decrease in construction costs for the Existing Bridge Demolition contract is due to a re-evaluation of cost escalation rates for the contract.

**Contract Issues:** None.

**Recent TBPOC Actions:** None



## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► OTHER COMPLETED CONTRACTS AND RELATED WORK

**Summary Description:** Substantial work has already been performed on the SFOBB East Span Replacement project to facilitate construction of the mainline construction contracts.

#### Other Contracts and Related Work Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	227.0	(1.0)	226.0	209.0	226.0	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	39.3	72.4	-
Capital Outlay Construction	-	-	-	-	-	-
SAS W2 Foundations	26.4	-	26.4	25.8	26.4	-
YBI/SAS Archaeology	1.1	-	1.1	1.1	1.1	-
YBI - USCG Road Relocation	3.0	-	3.0	2.8	3.0	-
YBI - Substation and Viaduct	.6	-	11.6	11.3	11.6	-
Oakland Geofill	8.2	-	8.2	8.2	8.2	-
Pile Installation Demonstration Project	9.2	-	9.2	9.2	9.2	-
Existing East Span Retrofit	30.8	-	30.8	30.8	30.8	-
Total Capital Outlay Construction Completed	90.3	-	90.3	89.2	90.3	-
<b>TOTAL</b>	<b>389.7</b>	<b>(1.0)</b>	<b>388.7</b>	<b>337.5</b>	<b>388.7</b>	<b>-</b>

Note: Details may not sum to totals due to rounding effects.

#### Other Contracts and Related Work Schedule Summary

Project	Actual Project Completion Date
Existing East Span Retrofit	March 1998
Interim Retrofit	July 2000
Pile Installation Demolition Project	December 2000
YBI / SAS Archaeology	January 2003
Oakland Geofill	April 2003
YBI - USCG Road Relocation	June 2004
SAS W2 Foundations	October 2004
YBI Substation and Viaduct	May 2005

#### Summary Status:

- Construction has been completed on the above-listed contracts. Caltrans continues to work with various environmental agencies to conduct compliance inspections and monitor and mitigate any environmental impacts from the project.

**Contract Issues:** None.

**Recent TBPOC Actions:** None.

## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

**Project Description:** The SFOBB West Approach Replacement Project will replace the entire west approach structure from 5th Street to the west anchorage of the existing west spans of the SFOBB while maintaining existing traffic lanes for the weekday commute.

#### SFOBB West Approach Replacement Cost Summary (\$ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
West Approach						
Capital Outlay Support	120.0	-	120.0	111.9	120.0	-
Capital Outlay Construction	309.0	41.7	350.7	302.5	350.7	-
<b>TOTAL</b>	<b>429.0</b>	<b>41.7</b>	<b>470.7</b>	<b>414.4</b>	<b>470.7</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects.*

#### SFOBB West Approach Replacement Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2006)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
West Approach	August 2009	(7)	January 2009	January 2009	-
Open-to-Traffic Date: Mainline Realignment			April 2008	April 2008	-

#### Project Status:

- The project was 97% completed based on the expended value of the contract as of the end of November 2008.
- On December 22, 2008, Caltrans certified that seismic safety was achieved for the West Approach structures.
- The Sterling Street eastbound on-ramp was opened on its final alignment in November 2008.
- The Harrison Street westbound off-ramp will be reopened in January 2009.
- Caltrans and its contractor will be completing final close-out and punchlist work into February 2009.

**Project Issues:** None.

**Contract Issues:** None.

**Recent TBPOC Actions:** In November 2008, the TBPOC approved a budget change and supplemental allocation of \$17 million to the project to fund final close-out costs. BATA approved an equal action in December 2008 for the project.



## Contract Photographs



(25.1) The Bay Bridge West Approach Demolition Progress



(25.2) The Bay Bridge West Approach



**Contract Photographs (Cont.)**

(26.1) The Bay Bridge West Approach Project



(26.2) Aerial Photographs of the West Approach Project

## Toll Bridge Seismic Retrofit Program

### Other Completed Seismic Retrofit Projects

**Summary Description:** Caltrans has already completed the seismic retrofits of the West Spans of the SFOBB, the existing 1958 Carquinez Bridge, the existing Benicia-Martinez Bridge, the San Mateo-Hayward Bridge, the Richmond-San Rafael Bridge, and two former toll bridges in Southern California.

### Other Completed Seismic Retrofit Projects Cost Summary (\$ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit Project	307.9	-	307.9	302.0	307.9	-
Carquinez Bridge Retrofit Project	114.2	-	114.2	114.2	114.2	-
Benicia-Martinez Bridge Retrofit Project	177.8	-	177.8	177.8	177.8	-
San Mateo-Hayward Bridge Retrofit Project	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit Project	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit Project	103.5	-	103.5	102.6	103.5	-
Richmond San Rafael Bridge (RSRB) Seismic Retrofit Project	914.0	(97.5)	816.5	794.8	816.5	-
<b>TOTAL</b>	<b>1,839.4</b>	<b>(97.5)</b>	<b>1,741.9</b>	<b>1,713.2</b>	<b>1,741.9</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects. Capital Outlay Support and Capital Outlay have been combined.*

### Other Completed Seismic Retrofit Projects Schedule Summary

Project	Actual Project Completion Date
Vincent Thomas Bridge Retrofit	May 2000
San Mateo-Hayward Bridge Retrofit	June 2000
Carquinez Bridge Retrofit	January 2003
San Diego-Coronado Bridge Retrofit	June 2003
Benicia-Martinez Bridge Retrofit	August 2003
SFOBB West Span Seismic Retrofit	June 2004
RSRB Seismic Retrofit	August 2005

**Summary Status:** The budget and cost forecast amounts shown above include allowances for minor project closeout costs.

**Contract Issues:** None.

**Recent TBPOC Actions:** None.



## Toll Bridge Seismic Retrofit Program

### Other Toll Bridges

#### The Dumbarton Bridge

State Route 84 crosses the southern region of San Francisco Bay between the cities of Newark to the east and East Palo Alto to the west (**see photo #29.1**). The route consists of three lanes in each direction and an eight-foot bicycle/pedestrian lane. The annual average daily traffic (AADT) of the route is near 60,000. The bridge is over 2 km in length and is positioned in an approximately normal geometry between two seismic faults. The



(28.1) The Dumbarton Bridge

United States Geological Survey (USGS) reports that the San Andreas Fault, some 15 km to the west of the bridge, and the Hayward Fault, some 13 km to the east of the bridge, pose most of the significant seismic threat to the San Francisco Bay Area.

#### The Antioch Bridge

State Route 160 crosses the San Joaquin River between the city of Antioch and Sherman Island (leading to Rio Vista) via the Antioch Bridge (**see photo # 29.2**). The bridge carries a single lane of traffic in each direction. The AADT for the route is slightly over 10,000 vehicles per day. This bridge is threatened by the Bird's Landing Seismic Zone, Coast Range/Sierra Nevada Boundary Zone and the San Andreas Fault.

### Current Progress

Work on the design of the bridge retrofit projects continues for both bridges. A strategy meeting took place on August 22, 2008 for both projects and consensus by the project teams recommended retrofit strategies for both bridges. Both the Dumbarton and Antioch Bridge seismic retrofit strategies include installation of isolation bearings and strengthening of the piers above the water line. The Dumbarton Bridge retrofit strategy also includes superstructure and deck modifications and additional strengthening of the over-land approach slab structures. The Antioch Bridge retrofit strategy also includes relatively minor modifications to the approach structure on Sherman Island. It was concluded at this meeting that marine foundation retrofit is not required for either bridge.



(28.2) The Antioch Bridge

The design teams presented their proposed strategy schemes and the results of their analysis to the Toll Bridge Seismic Safety Peer Review Panel on September 24, 2008. The design teams are continuing to advance the design and estimates based on the retrofit strategies. Risk management meetings were held on September 23, 2008 to discuss the risks associated with the retrofit strategy for each bridge. The design teams are continuing to meet with the appropriate regulatory agencies to discuss the scope of work and the schedules, as well as, the environmental issues affecting both bridges.

Project specific design criteria for the Dumbarton Bridge retrofit project was supported by laboratory testing of a large scale mock-up (1/3 actual size, **see photo # 29.1**).

At the December 17, 2008 BATA meeting, a presentation was made updating the Authority on the Dumbarton and Antioch seismic retrofit evaluations and included the most recent schedules and cost projections. A total cost estimate of \$950 million for both projects was presented with construction contracts for both bridges being awarded in 2010 and completed in 2012 (Antioch) and 2013 (Dumbarton).

The environmental process is continuing for both projects and once the design/retrofit strategy is completed, all the permit applications will be submitted to the appropriate agencies for their approval.  
(See schedule in Appendix G).



**(29.1)** Dumbarton Specimen at Testing Laboratory



## PROJECT / CONTRACT REPORTS

### Regional Measure 1 Program

---

#### New Benicia-Martinez Bridge Project Summary

- New Benicia-Martinez Bridge Contract
- Other Contracts and Related Project Activities

#### Interstate 880 State Route 92 Interchange Reconstruction

#### Other Completed Regional Measure 1 Projects

- San Mateo–Hayward Bridge Widening Project
- Richmond Parkway Project
- Bayfront Expressway Widening Project
- Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Project
- Richmond-San Rafael Bridge Deck Overlay Project
- New Carquinez Bridge Project



## Regional Measure 1 Program

### New Benicia-Martinez Bridge Project Summary

**Project Description:** The new Benicia-Martinez Bridge Project has constructed a new parallel bridge just east of the existing bridge. The project includes reconstructed interchanges to the north and south of the bridges and a new toll plaza and administration building in Martinez.

### New Benicia-Martinez Bridge Project Cost Summary (\$ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	157.1	35.2	192.3	184.6	192.3	-
Right-of-Way and Others	20.4	(0.1)	20.3	16.9	20.3	-
Capital Outlay	-	-	-	-	-	-
New Bridge	672.0	94.6	766.6	763.8	766.6	-
I-680/I-780 Interchange Replacement	76.3	26.9	103.2	98.8	103.2	-
I-680/Marina Vista Interchange Reconstruction	51.5	4.9	56.4	56.1	56.4	-
New Toll Plaza	24.3	2.0	26.3	23.5	26.3	-
Existing Bridge & Interchange Modifications	17.2	42.3	59.5	17.9	59.5	-
Other	20.3	2.8	23.1	15.8	23.1	-
Project Reserve	20.8	4.0	24.8	-	24.8	-
<b>TOTAL</b>	<b>1,059.9</b>	<b>212.6</b>	<b>1,272.5</b>	<b>1,177.4</b>	<b>1,272.5</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects.*

*The budget and estimate at completion includes approximately \$33 million in non-toll bridge funds (Proposition 192 and SHOPP).*

### New Benicia-Martinez Bridge Project Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
New Bridge Open to Traffic	December 2007	-	August 2007	August 2007	-
Existing Bridge & Interchange Modifications	December 2009	-	December 2009	October 2009	(2)

### Project Status:

- The new northbound bridge was opened to traffic in August 2007.
- The existing bridge (southbound) and interchange modification contract was 55% complete based on the expended value of the contract as of the end of October 2008.
- Stage 1 of the contract has been completed with the removal of the old toll plaza, and repair of the bridge deck and roadway undulations on the east side of the existing bridge and south approach. Southbound traffic was realigned to the east side of the existing bridge on August 15, 2008 for the start of Stage 2 work (see photos # 32.1 through #32.4).
- Stage 2 work, which includes the deck and roadway undulation repairs along the west side of the existing bridge and south approach, raising of the portions of the Mococo Road overcrossing to match the new lane alignments and construction of a new bicycle/pedestrian pathway across the existing bridge is ongoing.

**Project Issues:** None.

**Recent TBPOC Actions:** None.

### Contract Photographs



**(32.1)** Deck Repairs



**(32.2)** Deck Repairs



**(32.3)** Deck Repairs



**(32.4)** Demolition of Abandoned Structure

## Regional Measure 1 Program

### Interstate 880/State Route 92 Interchange Reconstruction Project

**Project Description:** Modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations.

#### Interstate 880/State Route 92 Interchange Cost Summary (\$ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
I-880/SR-92 Interchange Improvement						
Capital Outlay Support	28.8	26.2	55.0	43.9	55.0	-
Capital Outlay Construction	94.8	60.2	155.0	49.6	155.0	-
Capital Outlay Right-of-Way	9.9	7.0	16.9	11.6	16.9	-
Project Reserve	0.3	17.8	18.1	-	18.1	-
<b>TOTAL</b>	<b>133.8</b>	<b>111.2</b>	<b>245.0</b>	<b>105.1</b>	<b>245.0</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects. \$9.6 million in ACTA funds included under Capital Outlay Construction. \$3.0 million included in Capital Outlay Construction and \$1.0 million in Capital Outlay Support for separate landscape contract.*

#### Interstate 880/State Route 92 Interchange Schedule Summary

Project	BATA Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
I-880/SR-92 Interchange Reconstruction	December 2010	-	June 2011	June 2011	-

#### Project Status:

- The project is 40% complete based on the expended value of the contract as of October 20, 2008.
- On the new eastbound SR-92 to northbound I-80 flyover structure, all foundations have been completed. Work is now proceeding onto the flyover superstructure. A number of concrete pours to complete the bridge deck and barrier are scheduled through January 2008, pending weather.
- Other ongoing work includes the construction of various retaining and soundwalls throughout the project limits, construction of a new pedestrian overcrossing of I-880 at Eldridge Avenue and widening of SR-92 at Mount Eden. Paving operations continue on various areas of the job. The Hesperian Boulevard on-ramp to eastbound SR-92 was opened October 31, 2008.
- The westbound SR-92 to southbound I-880 connector bridge has started and the first foundation has been poured.

**Project Issues:** None.

**Contract Issues:** None.

**Recent TBPOC Actions:** None.



**Contract Photographs**

**(34.1)** SR-92/880 Construction Progress



**(34.2)** Aerial of I880/SR92



**Project Photographs**

**(35.1) Interstate 880/State Route 92 Interchange - October 2008**



**(35.2) Interstate 880/State Route 92 Interchange – At Completion**

## Regional Measure 1 Program

### Other Completed Regional Measure 1 (RM1) Projects

**Summary Description:** Other completed Regional Measure 1 projects are the following: (a) Widen the San Mateo-Hayward Bridge along its low-trestle section and its eastern approach; (b) Widen the Bayfront Expressway (SR-84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange; (c) Construct an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole; (d) Modify the U.S. 101/University Avenue interchange; (e) Richmond-San Rafael Bridge Trestle, Fender and Deck Joint Rehabilitation Project; (f) Richmond-San Rafael Bridge Deck Overlay Project; (g) Construct a new suspension bridge with four westbound lanes and a bicycle/pedestrian lane west of the existing Carquinez Bridge and demolition of the existing 1927 bridge.

### Other Completed RM1 Projects Cost Summary (\$ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Mateo-Hayward Bridge Widening Project	217.8	-	217.8	208.7	211.9	(5.9)
Bayfront Expressway Widening Project	36.1	-	36.1	33.4	36.0	(0.1)
Richmond Parkway Project	5.9	-	5.9	4.3	5.9	-
U.S. 101/University Interchange	3.8	-	3.8	3.7	3.8	-
RSRB Trestle, Fender, and Joint Rehabilitation	102.1	-	102.1	96.3	97.1	(5.0)
RSRB Deck Overlay	25.0	-	25.0	19.6	25.0	-
New Carquinez Bridge Project	528.2	-	528.2	512.4	519.2	(9.0)
<b>TOTAL</b>	<b>918.9</b>	<b>-</b>	<b>918.9</b>	<b>878.4</b>	<b>898.9</b>	<b>(20.0)</b>

### Schedule Summary

Project	Actual Project Completion Date
Richmond Parkway Project	May 2001
San Mateo-Hayward Bridge Widening Project	February 2003
Bayfront Expressway Widening Project	January 2004
U.S. 101/University Interchange	April 2004
Richmond-San Rafael Bridge Trestle, Fender and Deck Joint Rehabilitation	August 2005
RSR Deck Overlay	December 2006
New Carquinez Bridge Project	December 2007

#### Project Status:

- All significant construction has been completed on the above listed projects. The budget and cost forecasts amounts shown above include allowances for minor project closeout costs.

**Project Issues:** None.



## APPENDICES

- A** Toll Bridge Seismic Retrofit Program:  
San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost  
Detail
- B** Toll Bridge Seismic Retrofit Program Cost Detail
- C** YBITS Progress Diagram
- D** OTD #1 Progress Diagram
- E** West Approach Progress Diagram
- F** Antioch/Dumbarton Bridge Baseline Schedule
- G** Regional Measure 1 Program Cost Detail
- H** Glossary of Terms

*\* Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.*



## Appendix A: Toll Bridge Seismic Retrofit Program (\$ Millions)

**San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail**

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
<b>San Francisco-Oakland Bay Bridge East Span Replacement Project</b>							
<b>East Span - Skyway</b>	<b>01202X</b>						
Capital Outlay Support		197.0	(16.0)	181.0	181.0	181.0	-
Capital Outlay Construction		1,293.0	(38.9)	1,254.1	1,236.6	1,254.1	-
<b>Total</b>		1,490.0	(54.9)	1,435.1	1,417.6	1,435.1	-
<b>East Span - SAS E2/T1 Foundations</b>	<b>0120EX</b>						
Capital Outlay Support		52.5	(21.5)	31.0	28.3	31.0	-
Capital Outlay Construction		313.5	(32.6)	280.9	275.0	280.9	-
<b>Total</b>		366.0	(54.1)	311.9	303.3	311.9	-
<b>East Span - SAS Superstructure</b>	<b>0120FX</b>						
Capital Outlay Support		214.6	-	214.6	116.1	214.6	-
Capital Outlay Construction		1,753.7	-	1,753.7	575.4	1,767.4	13.7
<b>Total</b>		1,968.3	-	1,968.3	691.5	1,982.0	13.7
<b>SAS W2 Foundations</b>	<b>0120CX</b>						
Capital Outlay Support		10.0	-	10.0	9.2	10.0	-
Capital Outlay Construction		26.4	-	26.4	25.8	26.4	-
<b>Total</b>		36.4	-	36.4	35.0	36.4	-
<b>YBI South/South Detour</b>	<b>0120RX</b>						
Capital Outlay Support		29.4	36.6	66.0	52.7	66.0	-
Capital Outlay Construction		132.0	310.2	442.2	249.9	461.2	19.0
<b>Total</b>		161.4	346.8	508.2	302.6	527.2	19.0
<b>YBI Transition Structures (see notes below)</b>	<b>0120PX</b>						
Capital Outlay Support		78.7	-	78.7	22.4	78.7	-
Capital Outlay Construction		299.3	(23.2)	276.1	-	276.1	-
<b>Total</b>		378.0	(23.2)	354.8	22.4	354.8	-
<b>* YBI- Transition Structures Contract No. 1</b>							
Capital Outlay Support					3.8	45.0	
Capital Outlay Construction					-	214.3	
<b>Total</b>					3.8	259.3	
<b>* YBI- Transition Structures Contract No. 2</b>							
Capital Outlay Support					2.2	16.0	
Capital Outlay Construction					-	58.5	
<b>Total</b>					2.2	74.5	
<b>* YBI- Transition Structures Contract No. 3 Landscape</b>							
Capital Outlay Support					-	1.0	
Capital Outlay Construction					-	3.3	
<b>Total</b>					-	4.3	
<b>Oakland Touchdown (see notes below)</b>	<b>01204X</b>						
Capital Outlay Support		74.4	-	74.4	47.2	92.1	17.7
Capital Outlay Construction		283.8	-	283.8	135.0	302.5	18.7
<b>Total</b>		358.2	-	358.2	182.2	394.6	36.4
<b>* OTD Submarine Cable</b>	<b>0120K4</b>						
Capital Outlay Support					0.9	3.0	
Capital Outlay Construction					7.9	9.6	
<b>Total</b>					8.8	12.6	
<b>* OTD No. 1 (Westbound)</b>	<b>0120L4</b>						
Capital Outlay Support					24.1	49.9	
Capital Outlay Construction					127.2	226.5	
<b>Total</b>					151.3	276.4	
<b>* OTD No. 2 (Eastbound)</b>	<b>0120M4</b>						
Capital Outlay Support					1.6	15.8	
Capital Outlay Construction					-	62.0	
<b>Total</b>					1.6	77.8	
<b>* OTD Electrical Systems</b>	<b>0120N4</b>						
Capital Outlay Support					0.5	1.4	
Capital Outlay Construction					-	4.4	
<b>Total</b>					0.5	5.8	

Notes: YBI Transition Structures and Oakland Touchdown Cost-to-Date and Cost Forecast includes prior-to-split Capital Outlay Support Costs.

Note: Details may not sum to totals due to rounding effects.

## Appendix A: Toll Bridge Seismic Retrofit Program (\$ Millions)

**San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail (Cont'd.)**

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
<b>Existing Bridge Demolition</b>	<b>01209X</b>						
Capital Outlay Support		79.7	-	79.7	0.4	79.7	-
Capital Outlay Construction		239.2	-	239.2	-	222.0	(17.2)
<b>Total</b>		318.9	-	318.9	0.4	301.7	(17.2)
<b>YBI/SAS Archeology</b>	<b>01207X</b>						
Capital Outlay Support		1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction		1.1	-	1.1	1.1	1.1	-
<b>Total</b>		2.2	-	2.2	2.2	2.2	-
<b>YBI - USCG Road Relocation</b>	<b>0120QX</b>						
Capital Outlay Support		3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction		3.0	-	3.0	2.8	3.0	-
<b>Total</b>		6.0	-	6.0	5.5	6.0	-
<b>YBI - Substation and Viaduct</b>	<b>0120GX</b>						
Capital Outlay Support		6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction		11.6	-	11.6	11.3	11.6	-
<b>Total</b>		18.1	-	18.1	17.7	18.1	-
<b>Oakland Geofill</b>	<b>01205X</b>						
Capital Outlay Support		2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction		8.2	-	8.2	8.2	8.2	-
<b>Total</b>		10.7	-	10.7	10.7	10.7	-
<b>Pile Installation Demonstration Project</b>	<b>01208X</b>						
Capital Outlay Support		1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction		9.2	-	9.2	9.2	9.2	-
<b>Total</b>		11.0	-	11.0	11.0	11.0	-
<b>Stormwater Treatment Measures</b>	<b>0120JX</b>						
Capital Outlay Support		6.0	2.0	8.0	8.0	8.0	-
Capital Outlay Construction		15.0	3.3	18.3	16.6	18.3	-
<b>Total</b>		21.0	5.3	26.3	24.6	26.3	-
<b>Right-of-Way and Environmental Mitigation</b>	<b>0120X9</b>						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay & Right-of-Way		72.4	-	72.4	39.3	72.4	-
<b>Total</b>		72.4	-	72.4	39.3	72.4	-
	<b>04343X &amp; 04300X</b>						
<b>Sunk Cost - Existing East Span Retrofit</b>							
Capital Outlay Support		39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction		30.8	-	30.8	30.8	30.8	-
<b>Total</b>		70.3	-	70.3	70.3	70.3	-
<b>Other Capital Outlay Support</b>							
Environmental Phase		97.7	-	97.7	97.7	97.7	-
Pre-Split Project Expenditures		44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs		20.0	(1.0)	19.0	3.2	19.0	-
<b>Total</b>		162.6	(1.0)	161.6	145.8	161.6	-
<b>Subtotal Capital Outlay Support</b>		959.3	-	959.3	665.1	977.1	17.7
<b>Subtotal Capital Outlay Construction</b>		4,492.2	218.8	4,711.0	2,617.0	4,745.2	34.2
<b>Other Budgeted Capital</b>		35.1	(3.3)	31.8	0.7	7.7	(24.1)
<b>Total SFOBB East Span Replacement Project</b>		<b>5,486.6</b>	<b>215.5</b>	<b>5,702.1</b>	<b>3,282.8</b>	<b>5,730.0</b>	<b>27.9</b>

Note: Details may not sum to totals due to rounding effects.

## Appendix B: Toll Bridge Seismic Retrofit Program Cost Detail (\$ Millions)

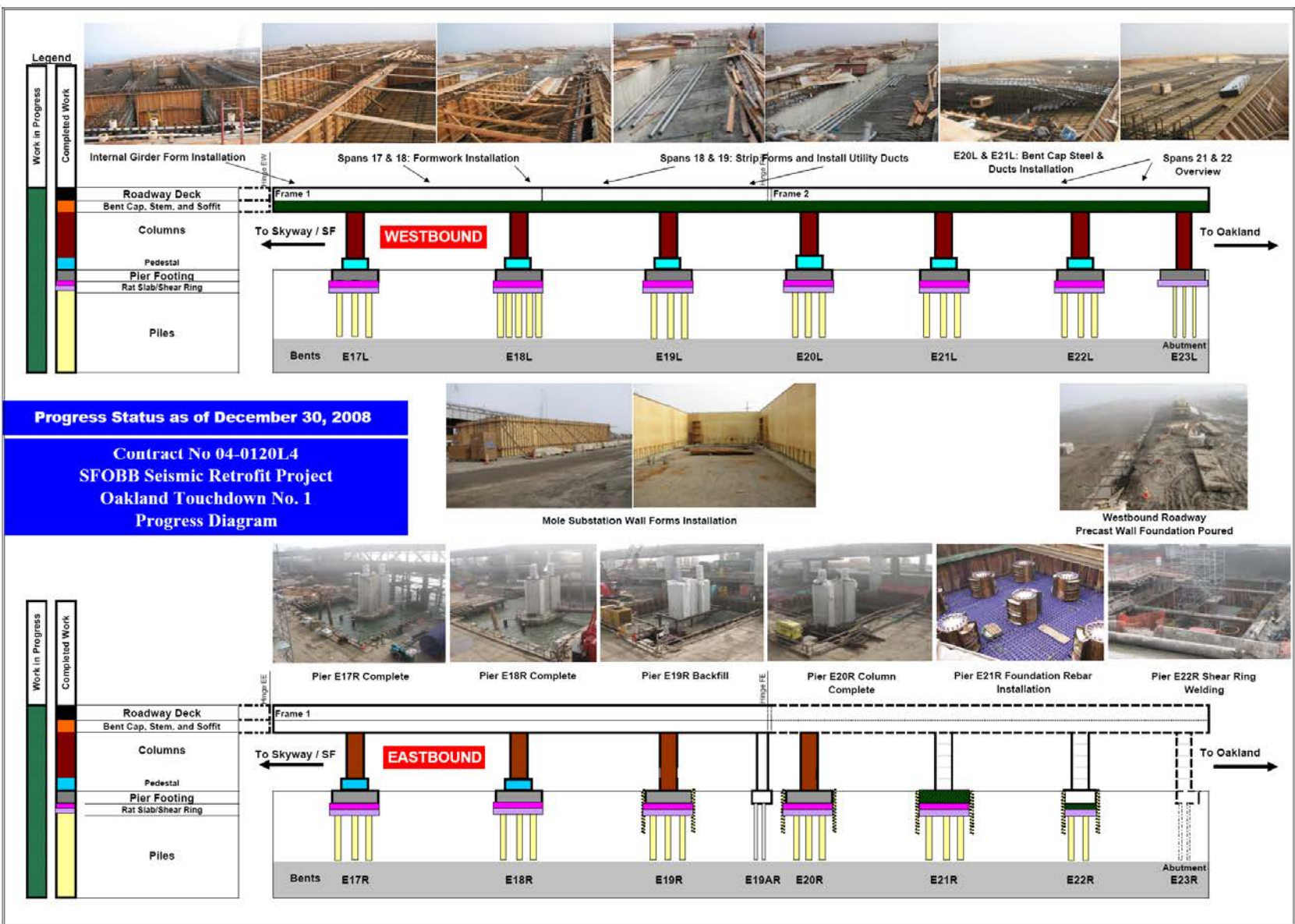
Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
<b>SFOBB East Span Replacement Project</b>						
Capital Outlay Support	959.3	-	959.3	665.1	977.1	17.8
Capital Outlay Construction	4,492.2	218.8	4,711.0	2,617.0	4,745.2	34.2
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
<b>Total</b>	<b>5,486.6</b>	<b>215.5</b>	<b>5,702.1</b>	<b>3,282.8</b>	<b>5,730.0</b>	<b>27.9</b>
<b>SFOBB West Approach Replacement</b>						
Capital Outlay Support	120.0	-	120.0	111.9	120.0	-
Capital Outlay Construction	309.0	41.7	350.7	302.5	350.7	-
<b>Total</b>	<b>429.0</b>	<b>41.7</b>	<b>470.7</b>	<b>414.4</b>	<b>470.7</b>	<b>-</b>
<b>SFOBB West Span Retrofit</b>						
Capital Outlay Support	75.0	-	75.0	74.8	75.0	-
Capital Outlay Construction	232.9	-	232.9	227.2	232.9	-
<b>Total</b>	<b>307.9</b>	<b>-</b>	<b>307.9</b>	<b>302.0</b>	<b>307.9</b>	<b>-</b>
<b>Richmond-San Rafael Bridge Retrofit</b>						
Capital Outlay Support	134.0	(7.0)	127.0	126.7	127.0	-
Capital Outlay Construction	780.0	(90.5)	689.5	668.1	689.5	-
<b>Total</b>	<b>914.0</b>	<b>(97.5)</b>	<b>816.5</b>	<b>794.8</b>	<b>816.5</b>	<b>-</b>
<b>Benicia-Martinez Bridge Retrofit</b>						
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
<b>Total</b>	<b>177.8</b>	<b>-</b>	<b>177.8</b>	<b>177.8</b>	<b>177.8</b>	<b>-</b>
<b>Carquinez Bridge Retrofit</b>						
Capital Outlay Support	28.7	-	28.7	28.8	28.7	-
Capital Outlay Construction	85.5	-	85.5	85.4	85.5	-
<b>Total</b>	<b>114.2</b>	<b>-</b>	<b>114.2</b>	<b>114.2</b>	<b>114.2</b>	<b>-</b>
<b>San Mateo-Hayward Bridge Retrofit</b>						
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	-	135.4	135.3	135.4	-
<b>Total</b>	<b>163.5</b>	<b>-</b>	<b>163.5</b>	<b>163.4</b>	<b>163.5</b>	<b>-</b>
<b>Vincent Thomas Bridge Retrofit (Los Angeles)</b>						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	-	42.1	42.0	42.1	-
<b>Total</b>	<b>58.5</b>	<b>-</b>	<b>58.5</b>	<b>58.4</b>	<b>58.5</b>	<b>-</b>
<b>San Diego-Coronado Bridge Retrofit</b>						
Capital Outlay Support	33.5	-	33.5	33.2	33.5	-
Capital Outlay Construction	70.0	-	70.0	69.4	70.0	-
<b>Total</b>	<b>103.5</b>	<b>-</b>	<b>103.5</b>	<b>102.6</b>	<b>103.5</b>	<b>-</b>
<b>Subtotal Capital Outlay Support</b>	<b>1,433.1</b>	<b>(7.0)</b>	<b>1,426.1</b>	<b>1,123.1</b>	<b>1,443.9</b>	<b>17.8</b>
<b>Subtotal Capital Outlay</b>	<b>6,286.8</b>	<b>170.0</b>	<b>6,456.8</b>	<b>4,286.6</b>	<b>6,491.0</b>	<b>34.2</b>
<b>Subtotal Other Budgeted Capital</b>	<b>35.1</b>	<b>(3.3)</b>	<b>31.8</b>	<b>0.7</b>	<b>7.7</b>	<b>(24.1)</b>
<b>Miscellaneous Program Costs</b>	<b>30.0</b>	<b>-</b>	<b>30.0</b>	<b>24.7</b>	<b>30.0</b>	<b>-</b>
<b>Subtotal Toll Bridge Seismic Retrofit Program</b>	<b>7,785.0</b>	<b>159.7</b>	<b>7,944.7</b>	<b>5,435.1</b>	<b>7,972.6</b>	<b>27.9</b>
<b>Program Contingency</b>	<b>900.0</b>	<b>(159.7)</b>	<b>740.3</b>	<b>-</b>	<b>712.4</b>	<b>(27.9)</b>
<b>Total Toll Bridge Seismic Retrofit Program</b>	<b>8,685.0</b>	<b>-</b>	<b>8,685.0</b>	<b>5,435.1</b>	<b>8,685.0</b>	<b>-</b>

Note: Details may not sum to totals due to rounding effects.

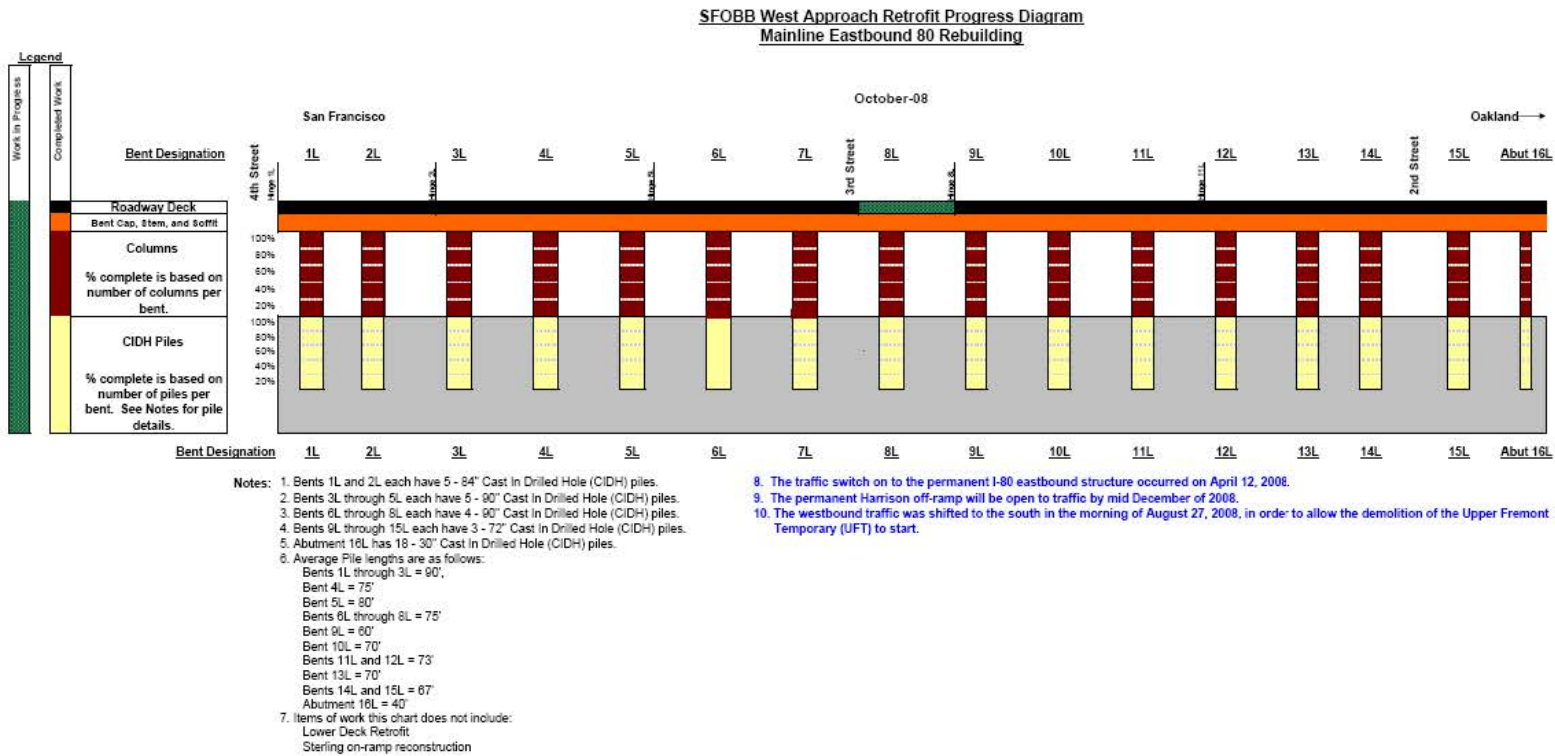




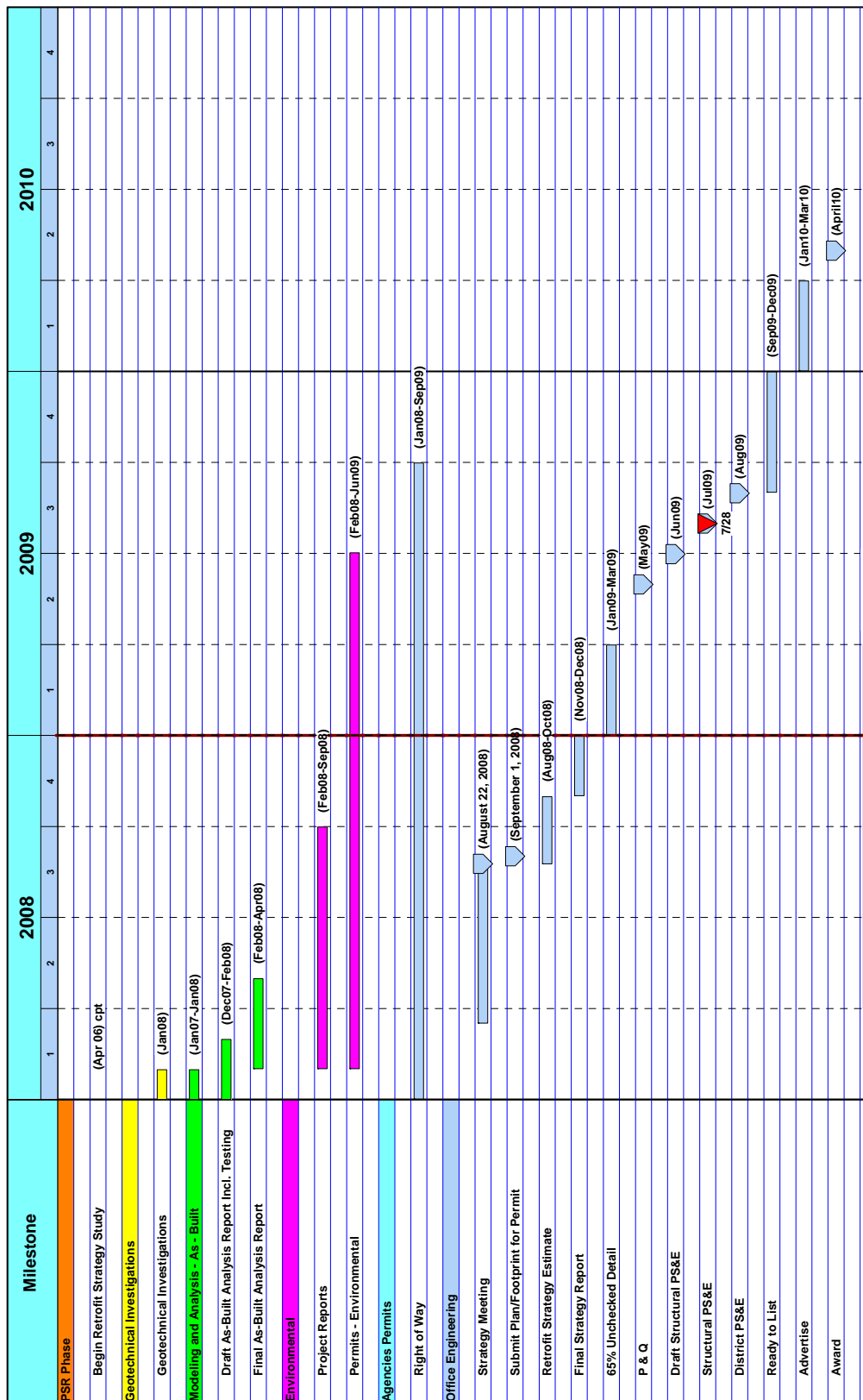
## Appendix D: OTD #1 Progress Diagram



## Appendix E: West Approach Progress Diagram



## Appendix F: Antioch/Dumbarton Bridge Baseline Schedule



As of December 2008



## Appendix G: Regional Measure 1 Program Cost Detail (\$ Millions)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
<b>New Benicia-Martinez Bridge Project</b>							
<b>New Bridge</b>	<b>00603_</b>						
Capital Outlay Support		84.9	6.7	91.6	91.6	91.6	-
Capital Outlay Construction				-			-
BATA Funding		661.9	94.6	756.5	753.7	756.5	-
Non-BATA Funding		10.1	-	10.1	10.1	10.1	-
Subtotal		672.0	94.6	766.6	763.8	766.6	-
<b>Total</b>		756.9	101.3	858.2	855.4	858.2	-
<b>I-680/I-780 Interchange Reconstruction</b>							
<b>I-680/I-780 Interchange Reconstruction</b>	<b>00606_</b>						
Capital Outlay Support							
BATA Funding		24.9	5.2	30.1	30.0	30.1	-
Non-BATA Funding		1.4	5.2	6.6	6.3	6.6	-
Subtotal		26.3	10.4	36.7	36.3	36.7	-
Capital Outlay Construction							
BATA Funding		54.7	26.9	81.6	77.1	81.6	-
Non-BATA Funding		21.6	-	21.6	21.7	21.6	-
Subtotal		76.3	26.9	103.2	98.8	103.2	-
<b>Total</b>		102.6	37.3	139.9	135.1	139.9	-
<b>I-680/Marina Vista Interchange Reconstruction</b>							
<b>I-680/Marina Vista Interchange Reconstruction</b>	<b>00605_</b>						
Capital Outlay Support		18.3	1.8	20.1	19.9	20.1	-
Capital Outlay Construction		51.5	4.9	56.4	56.1	56.4	-
<b>Total</b>		69.8	6.7	76.5	76.0	76.5	-
<b>New Toll Plaza and Administration Building</b>							
<b>New Toll Plaza and Administration Building</b>	<b>00604_</b>						
Capital Outlay Support		11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction		24.3	2.0	26.3	23.5	26.3	-
<b>Total</b>		36.2	5.8	42.0	39.2	42.0	-
<b>Existing Bridge &amp; Interchange Modifications</b>							
<b>Existing Bridge &amp; Interchange Modifications</b>	<b>0060A_</b>						
Capital Outlay Support		4.3	14.3	18.6	13.7	18.6	-
Capital Outlay Construction							
BATA Funding		17.2	32.8	50.0	17.9	50.0	-
Non-BATA Funding		-	9.5	9.5	-	9.5	-
Subtotal		17.2	42.3	59.5	17.9	59.5	-
<b>Total</b>		21.5	56.6	78.1	31.6	78.1	-
<b>Other Contracts</b>							
<b>Other Contracts</b>	<b>See note below</b>						
Capital Outlay Support		11.4	(1.8)	9.6	7.4	9.6	-
Capital Outlay Construction		20.3	2.8	23.1	15.8	23.1	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	16.9	20.3	-
<b>Total</b>		52.1	0.9	53.0	40.1	53.0	-
<b>Subtotal BATA Capital Outlay Support</b>		155.7	30.0	185.7	178.3	185.7	-
<b>Subtotal BATA Capital Outlay Construction</b>		829.9	164.0	993.9	944.1	993.9	-
<b>Subtotal Capital Outlay Right-of-Way</b>		20.4	(0.1)	20.3	16.9	20.3	-
<b>Subtotal Non-BATA Capital Outlay Support</b>		1.4	5.2	6.6	6.3	6.6	-
<b>Subtotal Non-BATA Capital Outlay Construction</b>		31.7	9.5	41.2	31.8	41.2	-
<b>Project Reserves</b>		20.8	4.0	24.8	-	24.8	-
<b>Total New Benicia-Martinez Bridge Project</b>		<b>1,059.9</b>	<b>212.6</b>	<b>1,272.5</b>	<b>1,177.4</b>	<b>1,272.5</b>	<b>-</b>

Notes:

Includes EA's 00601\_, 00603\_, 00605\_, 00606\_, 00608\_, 00609\_, 0060A\_, 0060C\_, 0060E\_, 0060F\_, 0060G\_, and 0060H\_ and all Project Right-of-Way

Note: Details may not sum to totals due to rounding effects.

## Appendix G: Regional Measure 1 Program Cost Detail (\$ Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
<b>Carquinez Bridge Replacement Project</b>							
<b>New Bridge</b>	<b>01301_</b>						
Capital Outlay Support		60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction		253.3	4.0	257.3	255.9	257.3	-
<b>Total</b>		<b>313.8</b>	<b>3.7</b>	<b>317.5</b>	<b>316.1</b>	<b>317.5</b>	<b>-</b>
<b>Crockett Interchange Reconstruction</b>	<b>01305_</b>						
Capital Outlay Support		32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction		73.9	-	73.9	71.9	73.9	-
<b>Total</b>		<b>105.9</b>	<b>(0.1)</b>	<b>105.8</b>	<b>103.8</b>	<b>105.8</b>	<b>-</b>
<b>Existing 1927 Bridge Demolition</b>	<b>01309_</b>						
Capital Outlay Support		16.1	-	16.1	15.5	15.5	(0.6)
Capital Outlay Construction		35.2	-	35.2	34.8	35.2	-
<b>Total</b>		<b>51.3</b>	<b>-</b>	<b>51.3</b>	<b>50.3</b>	<b>50.7</b>	<b>(0.6)</b>
<b>Other Contracts</b>	<b>See note below</b>						
Capital Outlay Support		15.8	0.2	16.0	16.2	16.3	0.3
Capital Outlay Construction		18.8	(0.8)	18.0	16.1	18.1	0.1
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
<b>Total</b>		<b>45.1</b>	<b>(0.6)</b>	<b>44.5</b>	<b>42.2</b>	<b>44.9</b>	<b>0.4</b>
<b>Subtotal BATA Capital Outlay Support</b>		<b>124.4</b>	<b>(0.2)</b>	<b>124.2</b>	<b>123.8</b>	<b>123.9</b>	<b>(0.3)</b>
<b>Subtotal BATA Capital Outlay Construction</b>		<b>381.2</b>	<b>3.2</b>	<b>384.4</b>	<b>378.7</b>	<b>384.5</b>	<b>0.1</b>
<b>Subtotal Capital Outlay Right-of-Way</b>		<b>10.5</b>	<b>-</b>	<b>10.5</b>	<b>9.9</b>	<b>10.5</b>	<b>-</b>
<b>Project Reserves</b>		<b>12.1</b>	<b>(3.0)</b>	<b>9.1</b>	<b>-</b>	<b>0.3</b>	<b>(8.8)</b>
<b>Total Carquinez Bridge Replacement Project</b>		<b>528.2</b>	<b>-</b>	<b>528.2</b>	<b>512.4</b>	<b>519.2</b>	<b>(9.0)</b>

Notes: Other Contracts includes EA's 01301\_, 01302\_, 01303\_, 01304\_, 01305\_, 01306\_, 01307\_, 01308\_, 01309\_, 0130A\_, 0130C\_, 0130D\_, 0130F\_, 0130G\_, 0130H\_, 0130J\_, 00453\_, 00493\_, 04700\_, 00607\_, 2A270\_, and 29920\_ and all Project Right-of-Way

Note: Details may not sum to totals due to rounding effects.

## Appendix G: Regional Measure 1 Program Cost Detail (\$ Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast (11/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
<b>Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation</b>							
	See note <sup>1</sup> below						
Capital Outlay Support							
BATA Funding		2.2	-	2.2	1.4	2.2	-
Non-BATA Funding		8.6	-	8.6	10.4	10.4	1.8
Subtotal		10.8	-	10.8	11.8	12.6	1.8
Capital Outlay Construction							
BATA Funding		40.2	-	40.2	33.4	33.4	(6.8)
Non-BATA Funding		51.1	-	51.1	51.1	51.1	-
Subtotal		91.3	-	91.3	84.5	84.5	(6.8)
Project Reserves		-	-	-	-	-	-
<b>Total</b>		<b>102.1</b>	<b>-</b>	<b>102.1</b>	<b>96.3</b>	<b>97.1</b>	<b>(5.0)</b>
<b>Richmond-San Rafael Bridge Deck Overlay Rehabilitation</b>							
	04152_						
Capital Outlay Support							
BATA Funding		4.0	(0.4)	3.6	3.3	3.6	-
Non-BATA Funding		4.0	(4.0)	-	-	-	-
Subtotal		8.0	(4.4)	3.6	3.3	3.6	-
Capital Outlay Construction		16.9	3.6	20.5	16.3	16.2	(4.3)
Project Reserves		0.1	0.8	0.9	-	5.2	4.3
<b>Total</b>		<b>25.0</b>	<b>-</b>	<b>25.0</b>	<b>19.6</b>	<b>25.0</b>	<b>-</b>
<b>Richmond Parkway Project (RM 1 Share Only)</b>							
	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		5.9	-	5.9	4.3	5.9	-
<b>Total</b>		<b>5.9</b>	<b>-</b>	<b>5.9</b>	<b>4.3</b>	<b>5.9</b>	<b>-</b>
<b>San Mateo-Hayward Bridge Widening</b>							
	See note <sup>2</sup> below						
Capital Outlay Support		34.6	(0.3)	34.3	34.1	34.3	-
Capital Outlay Construction		180.2	-	180.2	174.1	176.2	(4.0)
Capital Outlay Right-of-Way		1.5	-	1.5	0.5	0.6	(0.9)
Project Reserves		1.5	0.3	1.8	-	0.8	(1.0)
<b>Total</b>		<b>217.8</b>	<b>-</b>	<b>217.8</b>	<b>208.7</b>	<b>211.9</b>	<b>(5.9)</b>
<b>I-880/SR-92 Interchange Reconstruction</b>							
	EA's 23317_, 01601_, and 01602_						
Capital Outlay Support		28.8	26.2	55.0	43.9	55.0	-
Capital Outlay Construction							
BATA Funding		85.2	60.2	145.4	49.6	145.4	-
Non-BATA Funding		9.6	-	9.6	-	9.6	-
Subtotal		94.8	60.2	155.0	49.6	155.0	-
Capital Outlay Right-of-Way		9.9	7.0	16.9	11.6	16.9	-
Project Reserves		0.3	17.8	18.1	-	18.1	-
<b>Total</b>		<b>133.8</b>	<b>111.2</b>	<b>245.0</b>	<b>105.1</b>	<b>245.0</b>	<b>-</b>
<b>Bayfront Expressway Widening</b>							
	EA's 00487_, 01511_, and 01512_						
Capital Outlay Support		8.6	(0.3)	8.3	8.3	8.2	(0.1)
Capital Outlay Construction		26.5	-	26.5	24.9	26.5	-
Capital Outlay Right-of-Way		0.2	-	0.2	0.2	0.2	-
Project Reserves		0.8	0.3	1.1	-	1.1	-
<b>Total</b>		<b>36.1</b>	<b>-</b>	<b>36.1</b>	<b>33.4</b>	<b>36.0</b>	<b>(0.1)</b>
<b>US 101/University Avenue Interchange Modification</b>							
	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		3.8	-	3.8	3.7	3.8	-
<b>Total</b>		<b>3.8</b>	<b>-</b>	<b>3.8</b>	<b>3.7</b>	<b>3.8</b>	<b>-</b>
<b>Subtotal BATA Capital Outlay Support</b>		<b>358.3</b>	<b>55.0</b>	<b>413.3</b>	<b>393.1</b>	<b>412.9</b>	<b>(0.4)</b>
<b>Subtotal BATA Capital Outlay Construction</b>		<b>1,569.8</b>	<b>231.0</b>	<b>1,800.8</b>	<b>1,629.1</b>	<b>1,785.8</b>	<b>(15.0)</b>
<b>Subtotal Capital Outlay Right-of-Way</b>		<b>42.5</b>	<b>6.9</b>	<b>49.4</b>	<b>39.1</b>	<b>48.5</b>	<b>(0.9)</b>
<b>Subtotal Non-BATA Capital Outlay Support</b>		<b>14.0</b>	<b>1.2</b>	<b>15.2</b>	<b>16.7</b>	<b>17.0</b>	<b>1.8</b>
<b>Subtotal Non-BATA Capital Outlay Construction</b>		<b>92.4</b>	<b>9.5</b>	<b>101.9</b>	<b>82.9</b>	<b>101.9</b>	<b>-</b>
<b>Project Reserves</b>		<b>35.6</b>	<b>20.2</b>	<b>55.8</b>	<b>-</b>	<b>50.3</b>	<b>(5.5)</b>
<b>Total RM1 Program</b>		<b>2,112.6</b>	<b>323.8</b>	<b>2,436.4</b>	<b>2,160.9</b>	<b>2,416.4</b>	<b>(20.0)</b>

## Notes:

<sup>1</sup> Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U\_ and 04157\_

<sup>2</sup> San Mateo-Hayward Bridge Widening Includes EA's 00305\_, 04501\_, 04502\_, 04503\_, 04504\_, 04505\_, 04506\_, 04507\_, 04508\_, 04509\_, 27740\_, 27790\_, 04860\_

Note: Details may not sum to totals due to rounding effects.

## Appendix H: Glossary of Terms

---

**AB144/SB 66 BUDGET:** The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

**BATA BUDGET:** The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

**APPROVED CHANGES:** For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

**CURRENT APPROVED BUDGET:** The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

**COST TO DATE:** The actual expenditures incurred by the program, project or contract as of the month and year shown.

**COST FORECAST:** The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

**AT COMPLETION VARIANCE or VARIANCE (cost):** The mathematical difference between the Cost Forecast and the Current Approved Budget.

**AB 144/SB 66 PROJECT COMPLETE BASELINE:** The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

**BATA PROJECT COMPLETE BASELINE:** The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

**PROJECT COMPLETE CURRENT APPROVED SCHEDULE:** The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

**PROJECT COMPLETE SCHEDULE FORECAST:** The current projected date for the completion of the program, project, or contract.

**SCHEDULE VARIANCE or VARIANCE (schedule):** The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

*The following information is provided in accordance with California Government code Section 755. This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production, is \$1,574,873.73.*

**This Page  
Intentionally  
Left Blank**



### **ITEM 3: PROGRESS REPORTS**

- b. Draft January 2009 Monthly Progress Report

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee      **DATE:** January 12, 2009  
(TBPOC)

**FR:** Andrew Fremier, Deputy Executive Director, BATA

**RE:** Agenda No. - 3b  
Progress Reports  
Item- Draft January 2009 Monthly Progress Report

---

**Recommendation:**

For Information Only

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

As of this mail-out, the January 2009 Monthly Progress Report is being developed. A draft will be e-mailed to the members for review as soon as it is available. TBPOC approval of this report, through PMT delegation, is anticipated when updated expenditure data and final comments have been incorporated.

**Attachment(s):**

N/A

## **ITEM 4: PROGRAM ISSUES**

- a. Draft 3<sup>rd</sup> Quarter 2008 Program Risk  
Management Report Update

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** January 12, 2009

**FR:** Tony Anziano, Toll Bridge Program Manager, Caltrans

**RE:** Agenda No. - 4a

Item- Program Issues

Draft 3<sup>rd</sup> Quarter 2008 Program Risk Management Report Update

---

**Recommendation:**

For Information Only

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

Assembly Bill (AB) 144, signed into law on July 18, 2005, authorized the Department of Transportation to develop and implement an expanded comprehensive risk management plan for the Toll Bridge Seismic Retrofit Program (TBSRP) to augment the established risk management protocols and mitigation measures already in place.

The TBSRP Quarterly Risk Management Report (RMR) and supporting documentation provides a current comprehensive risk management plan for TBSRP projects, summarizes quarterly risk management implementation, and supports summary risk management information that is included in other TBSRP reports. The RMR provides a summary of risk management activities during the quarter, includes risk developments in the current quarter, risk management accomplishments, risk response actions, risk management summaries of the individual contracts, and outlook for the next quarter.

**Attachment(s):**

Draft - 3<sup>rd</sup> Quarter TBPOC Risk Management Presentation



TOLL BRIDGE SEISMIC RETROFIT PROGRAM

A stylized graphic of a bridge with white cables and a blue background, positioned on the left side of the slide.

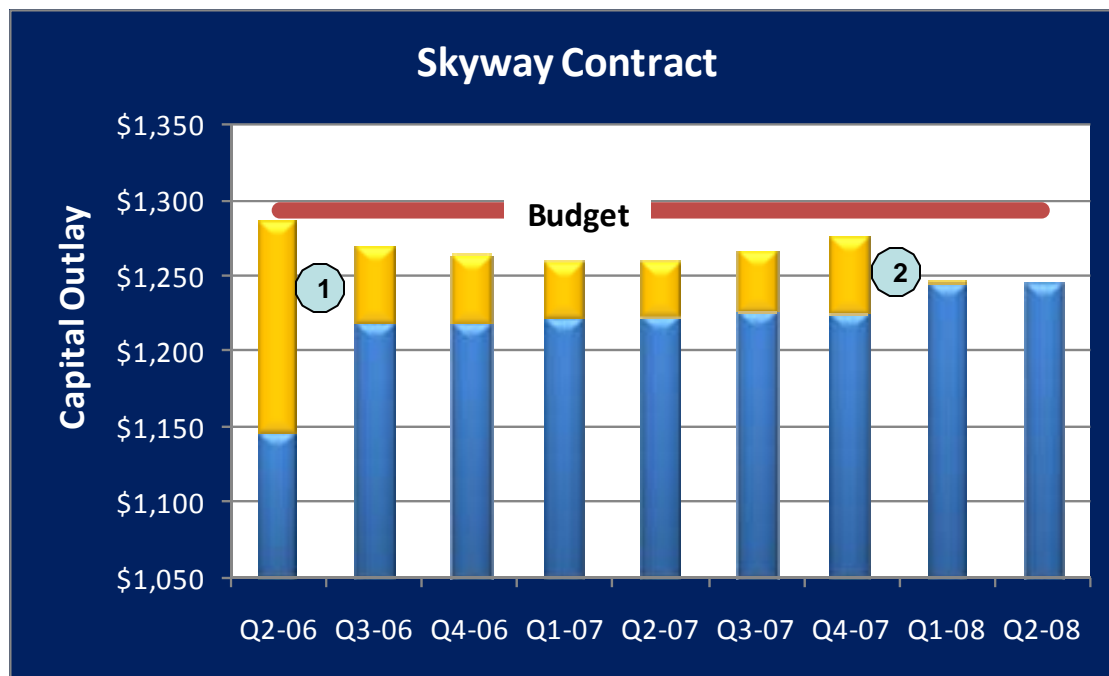
# Q3 2008 TBPOC Risk Management Briefing (DRAFT)

January 20, 2009



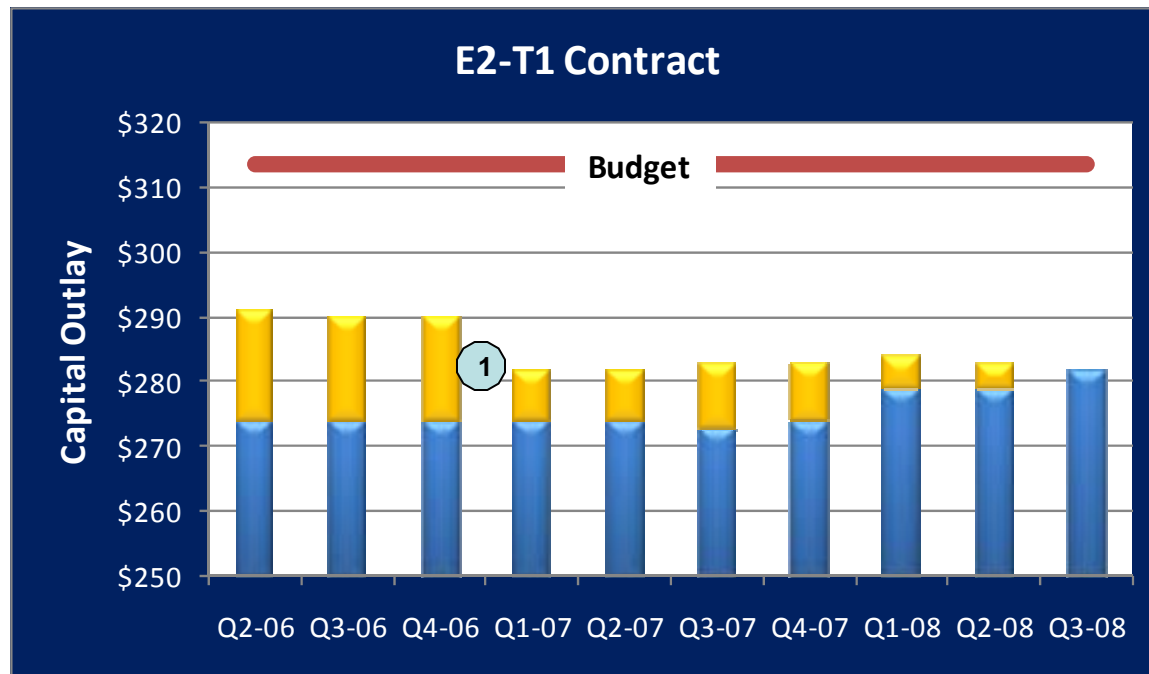


## Q3 Skyway Success



- Blue bars - total cost of bid items, state-furnished materials, remaining supplemental work and contract change orders.
- Gold bars - the range of the cost of all risks.

## Q3 E2-T1 Success



- Blue bars - total cost of bid items, state-furnished materials, remaining supplemental work and contract change orders.
- Gold bars - the range of the cost of all risks.



## Q3 Developments -- Schedule Risk

- **SAS Schedule Risk Drives Program RM Cost**
  - TRO, equipment, personnel, material, plant, escalation, operating cost, COS, cross-impacts
- **Q3 Schedule Risk Results**
  - 50% probable SAS 11 month delay to contract completion
    - Plus/minus 9 months uncertainty
    - Based upon contractor schedules w/modifications by CST
  - Consistent with ABF's current schedule updates and stated (12-5-08) delay of 13 months
  - Assessed schedule mitigation opportunities
  - Vetted with CST



## Q3 Developments – Risk Management

### **YBID**

- East Tie-In:
  - Addition of 2<sup>nd</sup> fabricator removes truss from critical path
  - Crane trestle allows flexibility in construction to avoid delays
  - Collaborative on-site meetings between Construction, Design and Contractor
- West Tie-In:
  - Incentive/disincentive clause in superstructure
  - Developing high performance concrete to accelerate closure pour
- YBITS Advance: Eliminated mass concrete requirement results in cost savings
- Demo: Assessing new strategy to work all areas at once i.e. using falsework

### **SAS**

- Tack Weld Issue: Resolved by bringing on industry experts
- Acceptance Criteria CCO: Agreed and implemented by Team China
- Green Tag Process: Implemented by Team China
- MEP: Risk mitigation strategy in full swing
- PWS/Cable: Worldwide experts on board working to resolve the complex cable issues.



## Q3 Developments – Risk Management (continued)

### **West Approach**

- On-going claims resolution will allow project to close-out without any claims
- Community liaison proactively working with neighbors to help prevent claims
- Weekly meetings of project, city and Contractor staff to close-out project by 1/31

### **OTD1**

- Working on engaging Contractor earlier in ISD preparation on East bound
- Assessing option to procure extra falsework to help mitigate delays
- Contractor safety and SWPPP personnel brought on board to help with interaction with OSHA and other permitting agencies to help avoid project delays.

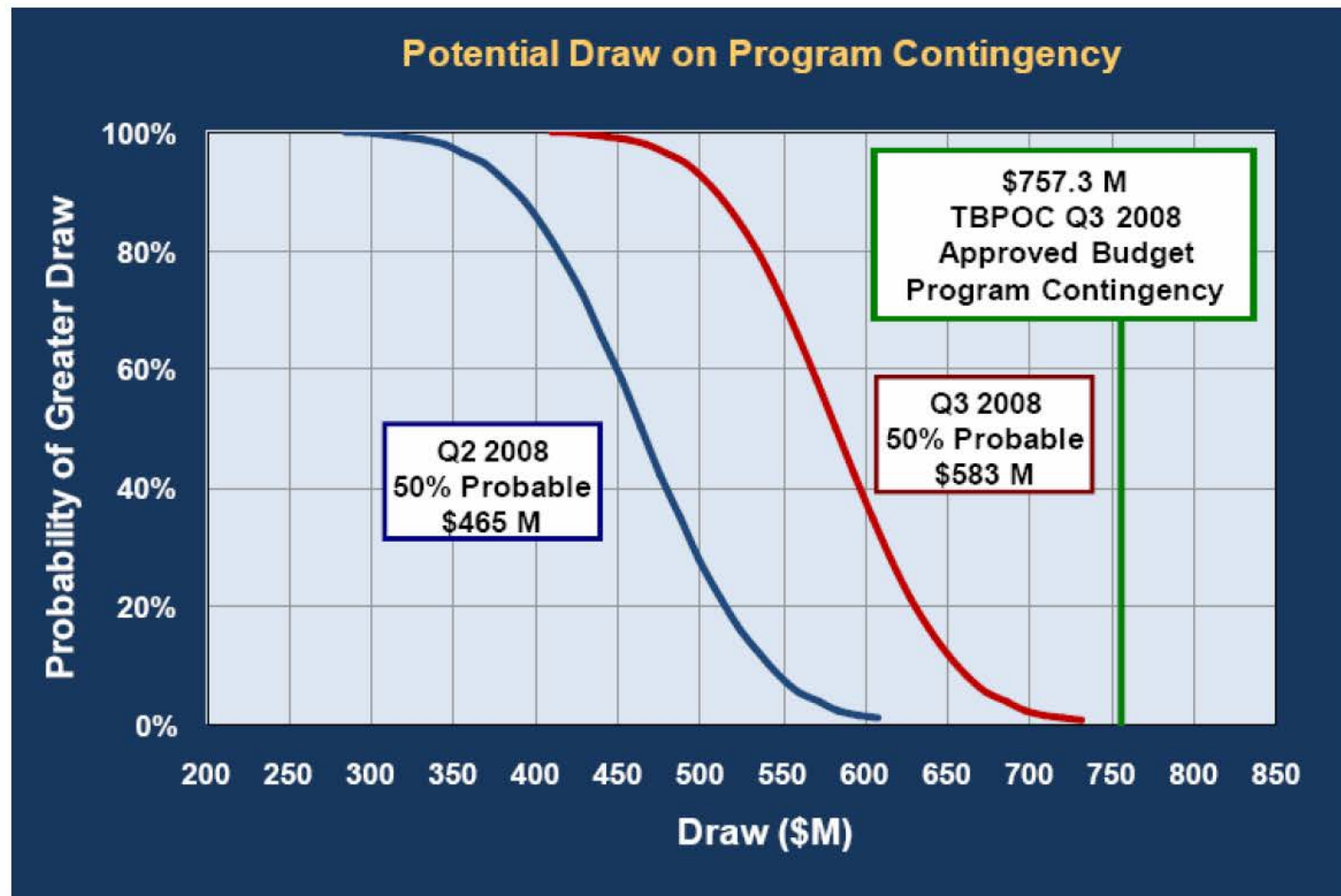
### **YBITS1**

- Working on refining ISD specification and process
- Working Campus will help resolve congestion and conflict issues
- Focus group was assembled to address Hinge K risks





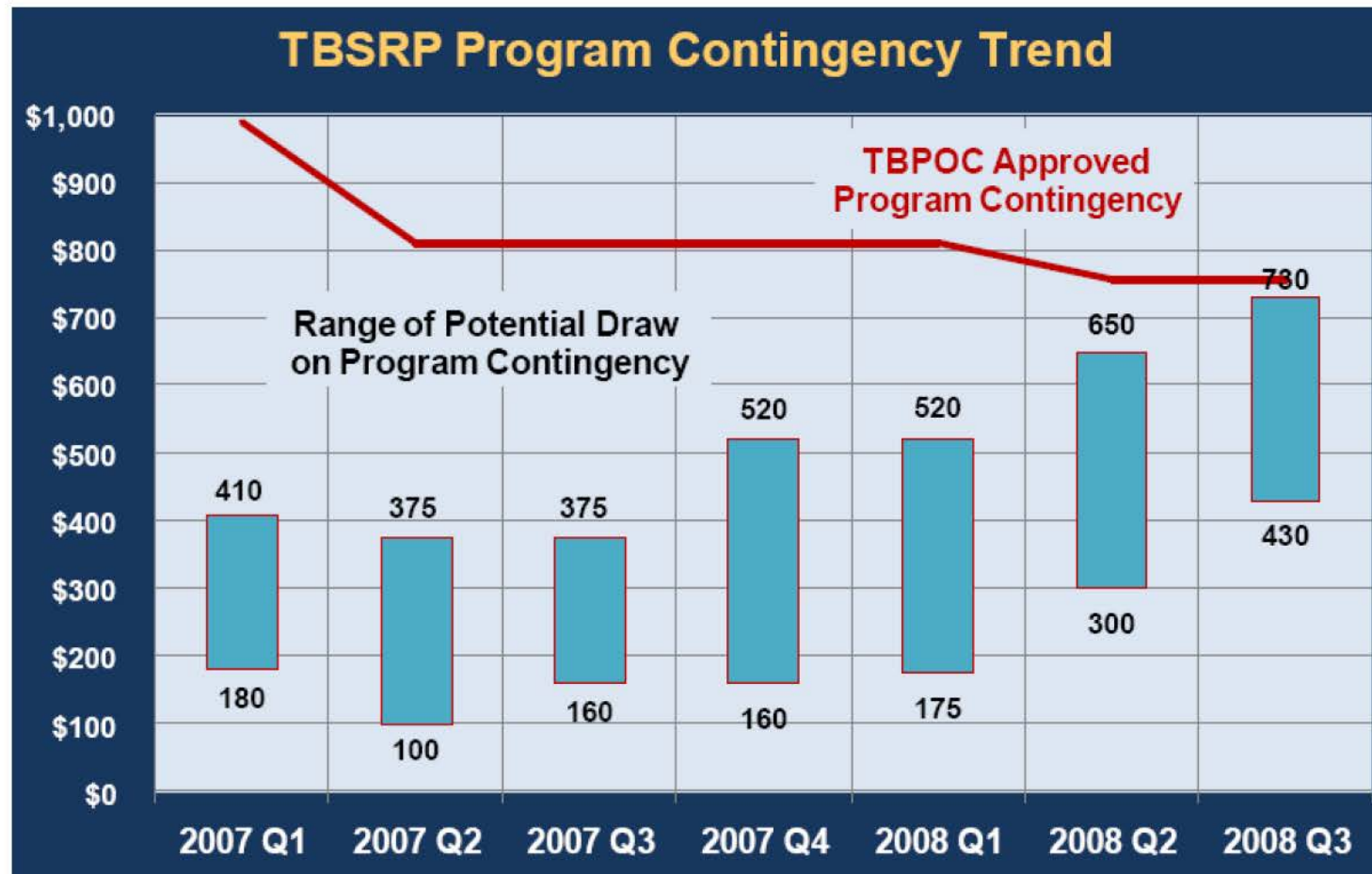
## 3<sup>rd</sup> Q Potential Draw on Program Contingency



Note: The tails of the curves do not reach 100% or 0%



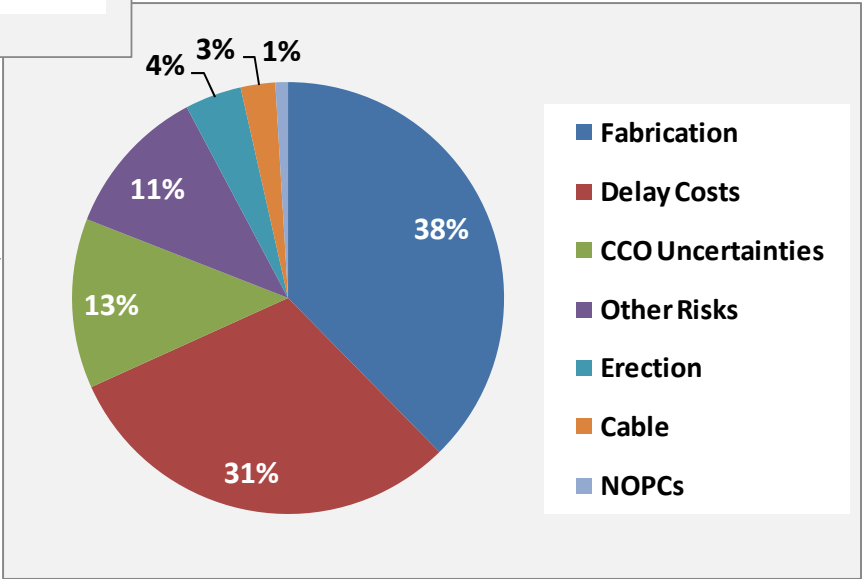
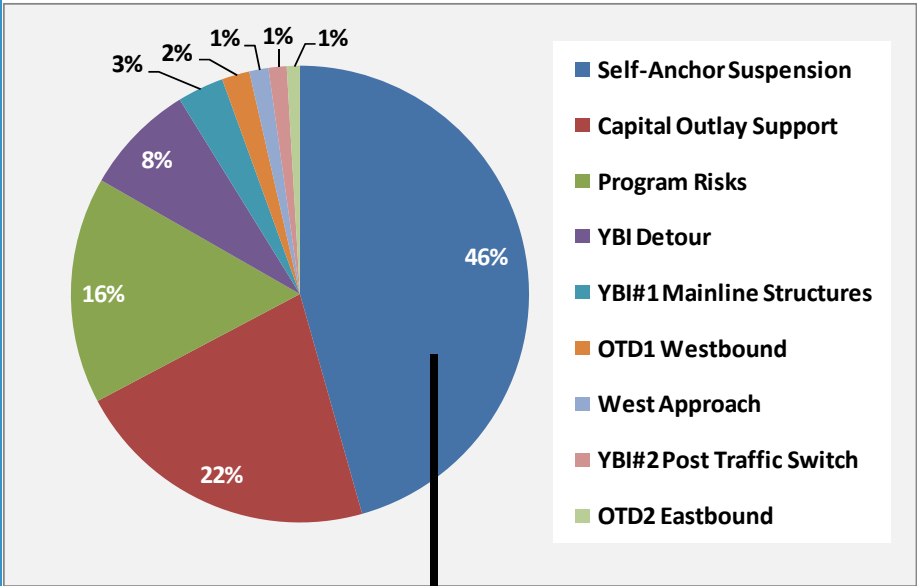
# Potential Draw Trend



Ranges cover 99% of possible outcomes



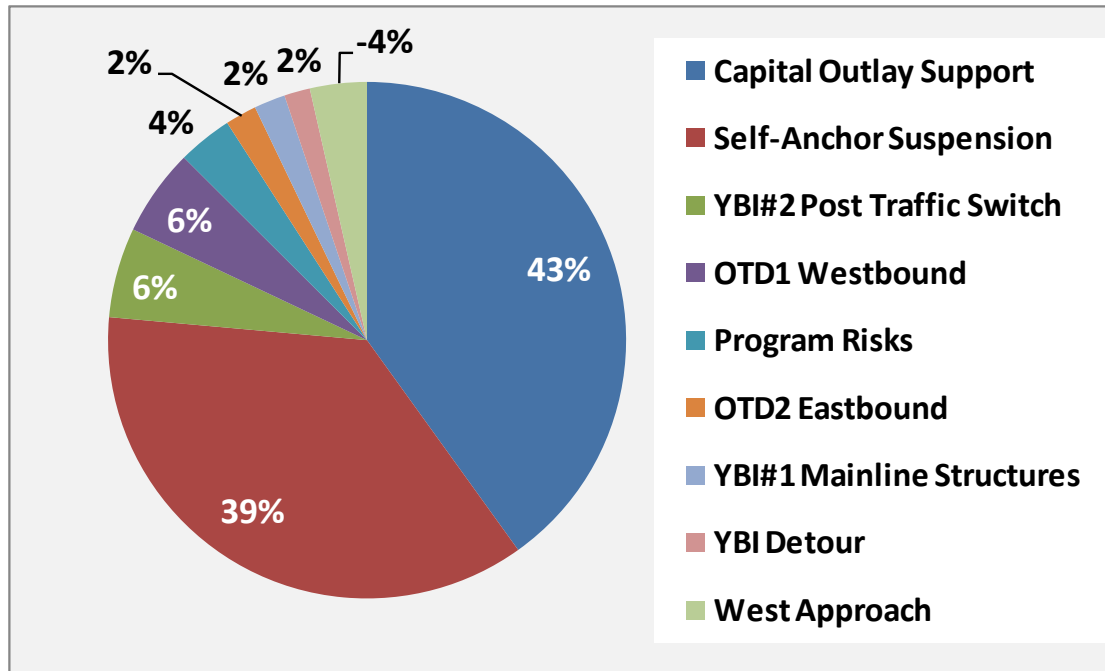
# Contributors to Q3 Potential Draw





## Q3 RMC Increased \$103M

### % Contributions to Increase



### Major RMC Increase Items:

- \$48M – Schedule Cost Risk (CO)
- \$23M – MEP Cost Risk
- \$23M – COS (schedule risk driven)
- \$7M – YBITS 2 (SSD Demo/CG)
- \$5M – OTD1 (ISD NoPC)



# Q4 RM Look Ahead – SAS Schedule Mitigation Opportunities

- **Top Schedule Risks/Opportunities**

- Tower Fabrication
- OBG Fabrication
- Tower Erection
- PWS Cable Installation
- Load Transfer
- Barge Crane
- Hinge K Interface
- MEP Integration
- YBID Contract Completion

- **4<sup>th</sup> Q CCOs Mitigate Cost/Schedule Risk**

- Acceptance Criteria
- Green Tag
- Tack Weld Issue
- Shop Space
- Resolution of Issue to date

- **Preliminary CST Schedule Opportunity Assessment**

- Potential to recover SAS contractual dates
- Re-sequence SAS field construction activities. e.g., relax lane closure restrictions
- “Opportunity Schedule:” Potentially 2-3 months earlier
- Need to engage Contractor in schedule risk opportunity assessment to provide resource input and validation



## Q4 RM Look Ahead – SAS Schedule Mitigation Opportunities

- **Engage SAS Contractor in Schedule Partnership**
  - OBG Shipments: Mitigation schedule/CCO
  - Administrative resolution of delay issues to date and plan to address future delay issues
  - OBG/Tower Fabrication
    - Finalize fabrication processes
    - Evaluate/remove bottlenecks (rotating jig, milling machine, paint shop)
    - Assess resources and shop space
  - Evaluate/re-sequence SAS field construction activities
    - Redefine Phase completions
    - Relax lane closure restrictions
    - Evaluate for concurrent work
    - Evaluate Tower erection sequences
    - PWS Installation & Load Transfer: Finalize procedures
    - Barge Crane: Develop contingency plan





## Q4 RM Look Ahead -- Other Schedule Mitigation Opportunities

- **YBID Completion**
  - Continue focus on ETI Roll-out/Roll-in
  - Finalize existing bridge demolition plans
  - Accelerate completion of YBITS advance work
- **Hinge K Interface**
  - Finalize Frame 2 falsework requirements for extended time period
  - Evaluate scenarios of contract pacing for SAS progress
  - Opportunity for Caltrans to facilitate coordination of YBITS and SAS work in Hinge K area
- **MEP Integration**
  - Implement plan to execute via CCO to SAS Contractor



## Q4 RM Look Ahead – Other Focus Areas

- **Report Accomplishments**
  - Performance Measures: Risk/uncertainty trends
  - Risk Responses
    - Documenting and tracking proactive responses
    - Quarterly reporting of status and results
- **Re-organize SAS Register**
  - Split broad risks into more specific ones
  - Better able to quantify and retire
  - Aim for no change to RMC overall

## **ITEM 4: PROGRAM ISSUES**

- b. 2009 Legislative Update Draft Report Update

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** January 12, 2008

**FR:** Bart Ney, Public Information Officer, Caltrans

**RE:** Agenda No. - 4b

Item- Program Issues  
2009 Legislative Update Draft Report Update

---

**Recommendation:**

For Information Only

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

A verbal update on the status of the 2009 Legislative Update Draft Report will be provided at the meeting.

**Attachment(s):**

N/A

## **ITEM 5: SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES**

### **a. Self-Anchored Suspension (SAS) Superstructure**

#### **1) TBPOC/ABF Mitigation and Acceleration Update**

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** January 12, 2009

**FR:** Andrew Fremier, Deputy Executive Director, BATA

**RE:** Agenda No. - 5a1  
Item- San Francisco-Oakland Bay Bridge Updates  
TBPOC/ABF Mitigation and Acceleration Update

---

**Recommendation:**

For Information Only

**Cost Impacts:**

TBD

**Schedule Impacts:**

TBD

**Discussion:**

The following is an update on the topics discussed at the December 2008 TBPOC/ABF Partnering Session.

1. **Design Build** – ABF suggested that a closer working relationship, similar to a design/build type of contract, with Caltrans and TYLin could facilitate and accelerate resolution of design/shop drawing/fabrication questions on the project.

Status: **OPEN**

The Department is exploring this proposal. The Department and TYLin are committed to partnering and working more closely with ABF to timely resolve design/shop drawing/fabrication questions.

2. **ZPMC Mitigation Proposal** – ABF has negotiated a schedule mitigation proposal to accelerate shipments of the bridge components. The estimated cost of this proposal is not-to-exceed \$26 million for 6 months of acceleration. The proposal has both incentive and disincentive components. TBPOC and ABF management agreed to fund the proposal at a 50/50 split.



Status: **OPEN**

Per the schedule mitigation proposal, ZPMC has increased their work effort and shop space on SAS fabrication. On the OBG's, the first segments have rolled out of the assembly bays in preparation for painting and additional OBG assembly bays have been opened up for segments 1 and 2. On the Tower, progress continues to be made on the first tower lifts and additional "roisserie" jigs being brought on line to facilitate fabrication.

Attached is the Team China SAS Fabrication Status for the TBPOC dated December 26, 2008. As reported to the TBPOC by ABF and the PMT, ZPMC will be challenged to meet earlier delivery dates for the first shipments even with the additional shop space. However, the later shipments have a better opportunity of meeting their revised delivery dates, particularly with the significant amount of panels/sub-assemblies already fabricated for the later lifts.

Final sign-off on the schedule mitigation proposal is still pending ZPMC approval. Upon their sign-off, ABF and the Department will request final TBPOC approval of the proposal based on the 50/50 split commitment.

3. **Resolution of Known Fabrication Impacts** – Department and ABF staff identified a number of known fabrication changes that have impact fabrication of the bridge. It was discussed to resolve as many known issues as possible with a broad-brush evaluation to determine entitlement and impact.

Status: **OPEN**

The Department, lead by Mike Forner, has had a number of meetings with ABF to discuss the proposal settlement. The challenge to getting to reaching resolution continues to be the determination of time impacts and TRO costs for the project. Both parties are still committed to bring a tentative settlement proposal to the February 4, 2009 TBPOC meeting.

4. **Updated Core Meetings** – To improve the project's working relationship, the monthly Core meeting between ABF and PMT management staffs will be revamped to focus on the identification and proactive resolution of project issues.

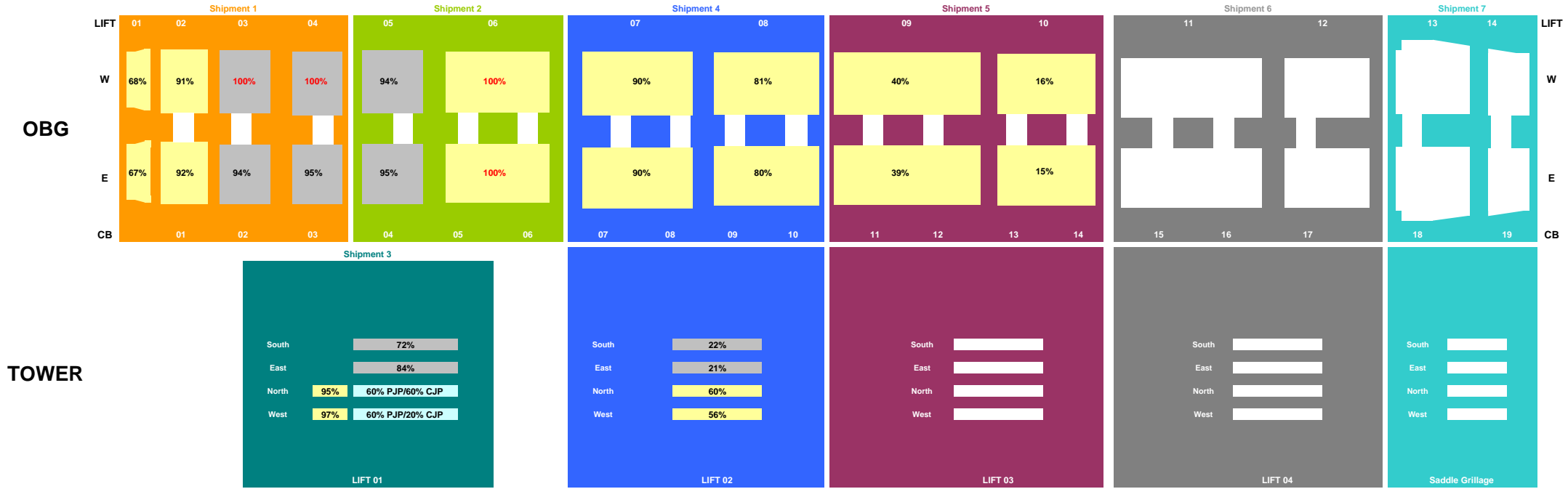
Status: **OPEN**

Ken Terpstra led the first re-organized Core meeting with the PMT and ABF management staff on January 7, 2009. The meeting discussed resolution of Item #3, development of a joint TBPOC/ABF opportunity schedule for April 2009, and identification and resolution of future potential project issues, including the east end of the SAS and cable erection. The next meeting is scheduled for February 3, 2009.

**Attachment**

1. Team China SAS Fabrication Status for the TBPOC dated December 26, 2008

SAS FABRICATION STATUS FOR TBPOC updated on Dec 26 2008



Delivery Date of Shipment	CT TC OBG updated on 12/26/2008	CT TC TOWER updated on 12/26/2008
1	2009-7-29	/
2	2009-8-17	/
3	/	2009-11-3
4	2009-12-11	2010-4-7
5	2009-12-17	2010-5-6
6	2010-4-6	2010-6-25
7	2010-4-13	2010-7-23

Noted:  
1) CT TC OBG schedule is based on new space for OBG segment assembly.  
2) CT TC OBG and Tower schedule has no constraints on each other.  
3) The delivery date of CT schedule highlighted in RED is in the critical path.

**OBG**

PROGRESSION

- Fabricate S/Assy  
% is based on number of panels
- Segment Assembly  
 $\% \text{ (duration)} = \frac{\text{At Completion}}{\text{At Completion} + \text{Remaining}}$
- Blast & Paint
- Lift Assembly
- Crossbeam Assembly
- Trial Assembly

**Tower**

- Fabricate S/Assy  
% is based on the number of steps
- PJP/CJP  
% is based on number on stiffeners to SP
- Shaft Assembly  
 $\% \text{ (duration)} = \frac{\text{At Completion}}{\text{At Completion} + \text{Remaining}}$
- Horizontal Assembly
- Blast & Paint
- Vertical Assembly

**Legend:**

- S/Assy = Fabricated Sub Assembly
- SP = Skin Plate
- PJP = Partial Joint Penetration Weld
- CJP = Complete Joint Penetration Weld

**ITEM 5: SAN FRANCISCO-OAKLAND BAY  
BRIDGE UPDATES**

- b. Yerba Buena Island Detour (YBID)
  - 1) Update

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** January 12, 2009

**FR:** Tony Anziano, Toll Bridge Program Manager, Caltrans

**RE:** Agenda No. - 5b1

Item- San Francisco-Oakland Bay Bridge Updates  
Yerba Buena Island Detour (YBID) Update

---

**Recommendation:**

For Information Only

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

A verbal update on the status of the Yerba Buena Island Detour (YBID) contract will be provided at the meeting.

**Attachment(s):**

N/A

**ITEM 5: SAN FRANCISCO-OAKLAND BAY  
BRIDGE UPDATES**

- c. Oakland Touchdown (OTD) No. 1
  - 1) Update



## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** January 12, 2009

**FR:** Tony Anziano, Toll Bridge Program Manager, Caltrans

**RE:** Agenda No. - 5c1

Item- San Francisco-Oakland Bay Bridge Updates  
Oakland Touchdown (OTD) No. 1 Update

---

**Recommendation:**

For Information Only

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

A verbal update on the status of the Oakland Touchdown (OTD) No. 1 contract will be provided at the meeting.

**Attachment(s):**

N/A

**ITEM 5: SAN FRANCISCO-OAKLAND BAY  
BRIDGE UPDATES**

d. Gateway Park Area

1) Visioning Conference #2

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** January 12, 2009

**FR:** Stephen Maller, Deputy Director, CTC

**RE:** Agenda No. - 5d1

Item- San Francisco-Oakland Bay Bridge Updates  
Gateway Park Area  
Visioning Conference II

---

**Recommendation:**

For Information Only

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

Visioning Conference II

The Visioning Conference II, Gateway Park Area, Draft Welcome Packet is included in the front cover of the TBPOC binder. The packet will be sent to approximately 40 invited participants. An agency invitation list is provided on the last page of this memo.

Visioning Conference II is scheduled for Wednesday, February 4, 2009, 10:00 AM to 12:00 PM before the TBPOC meeting. The objectives of the conference are to provide decision makers with an update on related activities and projects since the last conference and to reach consensus on the proposed geographic scope and next steps.

Gateway Project Study Report

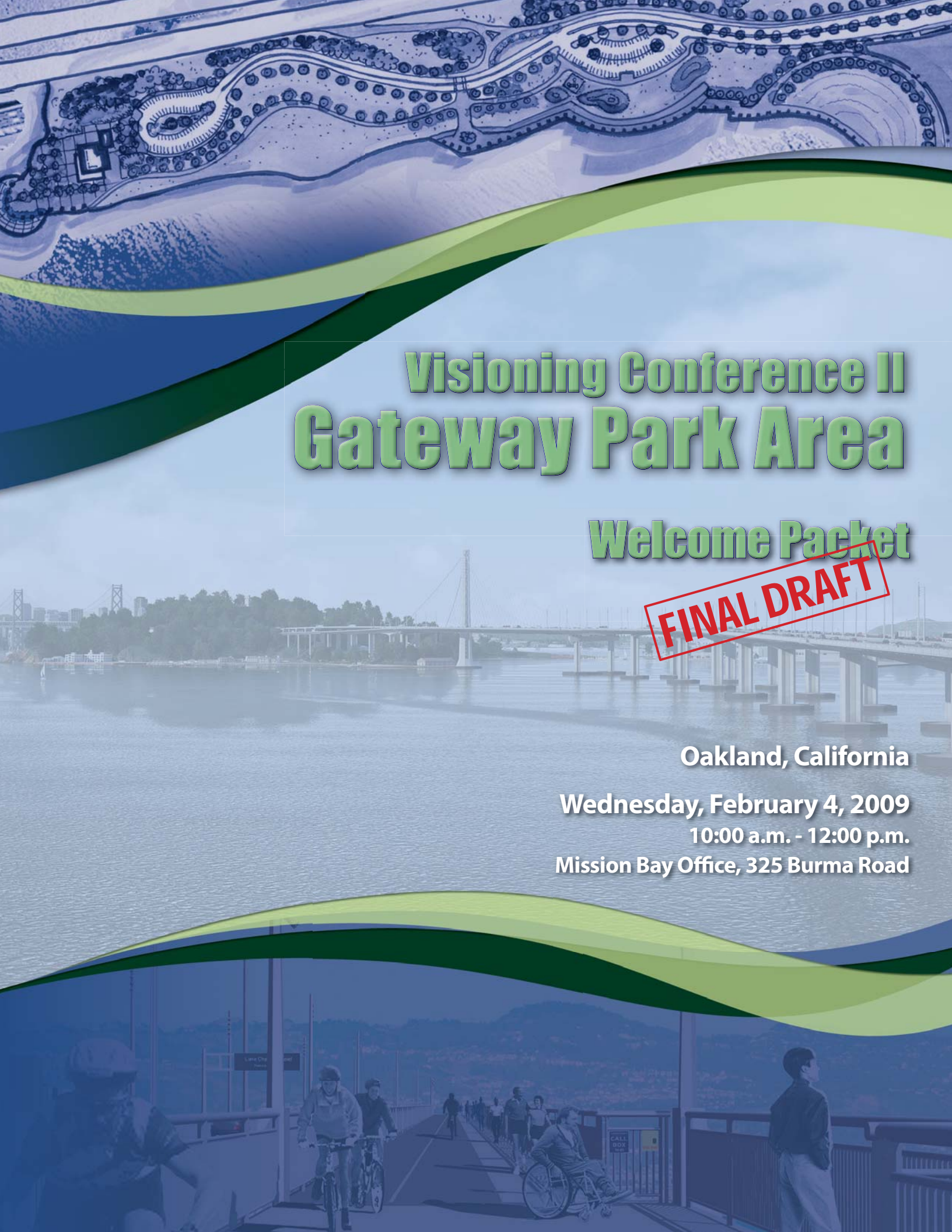
The Working Group met on January 9 to discuss the next steps in developing a Gateway Park Area scoping document, which is being referred to as the Gateway Project Study Report (GPSR). A scope of work/cost/schedule is being developed by the Working Group. BATA has volunteered to be a contract manager for the GPSR. Estimated cost is \$1M, and potentially funded by members of the Working Group.

Maintenance Complex Land Transaction

The Department and City of Oakland are in negotiations on the proposed land swap. Their next meeting is scheduled for late January, and an update will be provided at the Visioning Conference.

**Attachment(s):**

Visioning Conference II, Gateway Park Area, Draft Welcome Packet



# Visioning Conference II Gateway Park Area

## Welcome Packet

**FINAL DRAFT**

**Oakland, California**

**Wednesday, February 4, 2009**

**10:00 a.m. - 12:00 p.m.**

**Mission Bay Office, 325 Burma Road**



January 15, 2009

To: Key Stakeholder Agencies  
From: Toll Bridge Program Oversight Committee  
Re: Gateway Park Area Visioning Conference II

To build on the success of the first Visioning Conference held July 2008, the Toll Bridge Program Oversight Committee (TBPOC) invites you to the Gateway Park Area Visioning Conference II scheduled for February 4, 2009.

At the Visioning Conference I, decision makers endorsed the following four action items:

- extend the geographic scope of the Gateway Park Area (GPA)
- develop a scope of work for a "Master Access Plan"
- expand Working Group membership
- develop a public outreach plan

Over the last six months, the Working Group has made progress in preliminary planning activities by expanding the geographic scope of the GPA and Working Group membership, drafting a timeline of projects in the GPA to show the interconnection between them, researching case studies from around the country and world, and developing a draft scope of work for a Master Access Plan. The purpose of Visioning Conference II is to provide decision makers an update of these activities as well as to engage a discussion for the next steps.

The conference is scheduled for Wednesday, February 4, 2009, 10:00am to 12:00pm, and will be held at the Caltrans Mission Bay Office at 325 Burma Road in West Oakland. Lunch will be provided after the conference. The conference participants will be many, if not all, of the participants from the first conference including:

- Honorable Ron Dellums, Mayor of Oakland;
- Will Travis, Executive Director of San Francisco Bay Conservation and Development Commission (BCDC);
- Pat O'Brien, General Manager of East Bay Regional Park District (EBRPD);
- Joseph Wong, Port of Oakland,
- Edward McCormick, East Bay Municipal Utility District (EBMUD),
- Henry Gardner, Association of Bay Area Governments (ABAG),
- Christine Monsen, Alameda County Transportation Improvement Authority (ACTIA),
- Susan Moore, U.S. Fish and Wildlife, and the
- TBPOC.

In this packet you will find material to inform and inspire you in preparation for Visioning Conference II.

We look forward to seeing you on February 4.

Sincerely,

**Will Kempton, Chair**  
Director  
California Department of Transportation

**Steve Heminger**  
Executive Director  
Bay Area Toll Authority

**John F. Barna, Jr.**  
Executive Director  
California Transportation Commission



# Agenda

## Visioning Conference II - Gateway Park Area (GPA)

Wednesday, February 4, 2009

10:00am-12:00pm

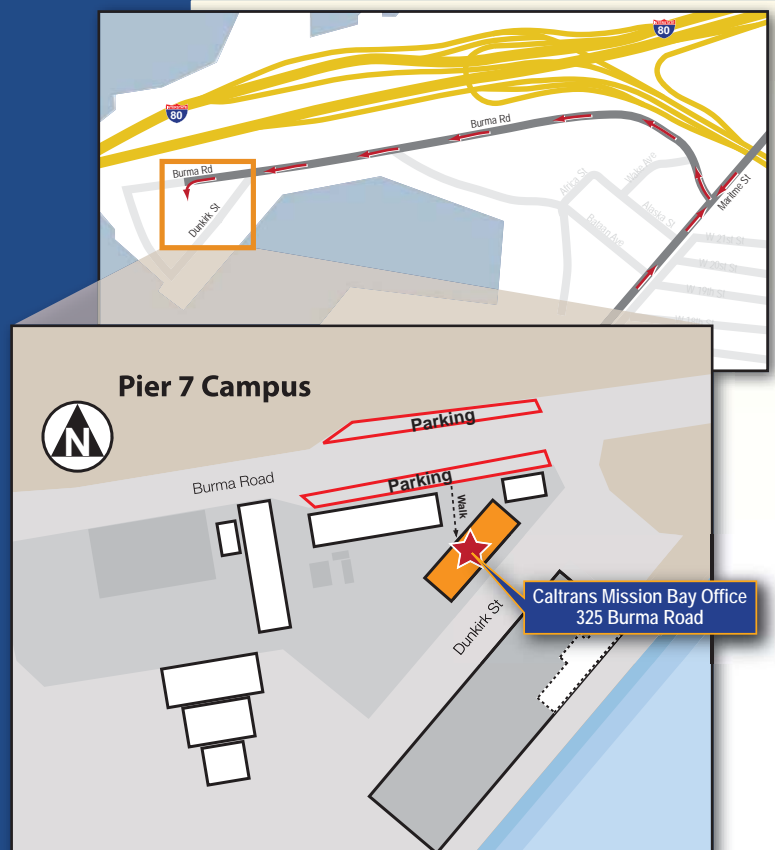
Mission Bay Office, 325 Burma Road, Oakland

- |               |   |
|---------------|---|
| 10:00 - 10:05 | <b>Purpose of Conference</b> <ul style="list-style-type: none"> <li>• Camille Tsao, Facilitator</li> </ul>  |
| 10:05 - 10:15 | <b>Welcome</b> <ul style="list-style-type: none"> <li>• Will Kempton, Chair, Toll Bridge Program Oversight Committee</li> <li>• Mayor Ron Dellums, City of Oakland</li> </ul>   |
| 10:15 - 10:30 | <b>Action Plan from Visioning Conference I</b> <ul style="list-style-type: none"> <li>• Brad McCrea, BCDC</li> </ul>  |
| 10:30 - 11:00 | <b>Gateway Park Area Project Updates</b> <ul style="list-style-type: none"> <li>• Caltrans Maintenance Complex<br/>Dan McElhinney, Caltrans</li> <li>• City of Oakland Army Base Redevelopment<br/>Dan Lindheim, City of Oakland</li> <li>• Gateway Park<br/>Bob Doyle, East Bay Regional Park District (EBRPD)</li> <li>• Caltrans Bicycle//Pedestrian Pathway<br/>Alec Melkonians, Caltrans</li> <li>• Port of Oakland<br/>Joseph Wong, Port of Oakland</li> <li>• East Bay Municipal Utility District (EBMUD)<br/>Edward McCormick, EBMUD</li> </ul> |
| 11:00 - 12:00 | <b>Next Steps</b> <ul style="list-style-type: none"> <li>• Gateway Project Study Report<br/>Andy Fremier, BATA</li> </ul>   |

*Lunch to be served following the Visioning Conference*

# Table of Contents

Agenda	1
GPA Planning Update	2
GPA Project Updates	3 - 5
GPA Geographic Scope	6 - 7
Core Elements - Waterfront Park	8
Core Elements - Museum	9
Core Elements - Access	10
Next Steps	11
Notes	12



# GPA PLANNING UPDATE

## GPA Planning Update

It has been nearly a year since the inception of the Working Group when key stakeholders in the vicinity of the future Gateway Park came together to share information and discuss opportunities for collaboration. A key early-on decision was to convene our policy leaders to provide direction in the blurring of boundaries, and to envision and plan for a thriving, vibrant waterfront park and redevelopment area. At the first Visioning Conference held in July 2008, it was agreed that the GPA warrants a "world-class" vision and implementation plan to leverage the site's full potential.

One of the action items resulting from the first Visioning Conference was to develop and agree upon a geographic scope for the GPA. Decision makers challenged the Working Group to "think big" and go beyond the boundaries presented as Option C. Through much discussion and refinement, a widely and enthusiastically endorsed geographic area of study was recently embraced by the Working Group. A detailed geographic scope is presented on pages 6 and 7 of this packet, while a summarized version is presented below. Critical to the success of this scope is the Maintenance Complex land transaction between Caltrans and the City of Oakland. Successful land assembly enabling an expansion of parkland is key to realizing the site's true potential.

Additional activities and related measures since last July include the following:

- Planning charrette held last September, in which ideas related to park development, land use relationships, and access strategies were brainstormed and discussed during full group and breakout



*Charrette Group Discussion*

sessions.

- Passage of Measure WW by voters in Alameda and Contra Costa Counties, which will provide \$5.4 million towards the design and construction of Gateway Park.
- The City's portion of the former Oakland Army Base is in the beginning stages of redevelopment. The master developer's proposals have narrowed from fourteen to four, and once again down to just two final proposals that are due in mid-January 2009.

Developing a Master Plan for the GPA is the next logical step. Specifying a scope of work, identifying funding sources, and determining the lead agency or agencies might be an outcome of the Visioning Conference II, with the goal of getting the Master Plan underway by the middle of 2009. The next few pages provide updates on related projects, and core elements of a Master Plan are discussed.





# PROJECT UPDATES

## PROJECT UPDATES

The GPA will be going through tremendous change over the next 10 years. There are many projects within the area, some of which are closely connected. This section provides updates for projects within the immediate GPA (also referred to as "Area of Study"), and for projects within an "Area of Influence".

### GPA Projects

- City of Oakland Army Base Redevelopment
- Caltrans Maintenance Facility
- Bicycle/Pedestrian Pathway
- Gateway Park

### Area of Influence Projects

- Port of Oakland
- EBMUD

### City of Oakland Army Base Redevelopment

In July 2008, the City of Oakland selected four master developers through Request for Qualification (RFQ) process to develop 108 acres in the former Oakland Army Base. Of the four developers pre-selected through the RFQ process, Federal Development, LLC, and AMB/California Capital Group are two remaining developers in the running. Development proposals by the two firms are due on January 22, 2009. While Federal Development, LLC, focuses on retail and commercial development, the AMB/California Capital Group emphasizes industrial land uses that support the City and Port of Oakland. The City is expected to select a master developer in Spring 2009 and enter into an exclusive negotiation agreement.



### Caltrans Maintenance Facility

The City of Oakland, Caltrans, BATA and CTC have been exploring a land swap that would move Caltrans and BATA's maintenance complex to a new location off Wake Avenue north of West Grand Avenue. The relocation would offer the following opportunities 1) build a new maintenance complex, 2) extend Gateway Park, and 3) create more economic development. By extending Gateway Park eastward from the mole, the IERBYS historic building could be incorporated into the park and serve a public function. The City and Caltrans are expected to conclude the negotiation in early 2009.



*Maintenance Facility - Preliminary Design*

### Bicycle/Pedestrian Pathway

The land swap might also have a positive impact on the proposed bicycle/pedestrian pathway and Gateway Park as it might facilitate better integration with adjacent land uses.

A bicycle/pedestrian pathway from Emeryville to the new East Span of the Bay Bridge will be designed and built by Caltrans. The pathway will be built in two phases. Segment 2, a pathway connecting Shellmound Street in Emeryville and Maritime Street, is planned to be completed in 2011. Segment 3 will extend westward parallel to the I-80 Eastbound and connect to the new East Span bicycle/pedestrian path. It is planned to be completed by 2013, concurrently opening with the new East Span.



*Ohlone Greenway along BART and Public Art*

### Gateway Park

Passage of the EBRPD's Measure WW on November 4 with a two-thirds vote by Alameda and Contra Costa County voters was exciting news. Of the \$500 million to be raised by Measure WW, \$375 million will fund regional park acquisitions and capital projects, including \$5.4 million earmarked for the establishment of Gateway Park as a new regional shoreline park. The EBRPD envisions the park to be a bicycle trail hub connecting the new Bay Bridge bicycle access to the East Bay and the Bay Trail. This inter-modal node will include parking, promenade, fishing access, landscape improvements, and facilities to interpret the natural and historic resources of this site.



*Middle Harbor Shoreline Park*





*EBMUD Wastewater Treatment Facility*

## EBMUD

The East Bay Municipal Utility District (EBMUD) treats an average of 75 million gallons of wastewater per day at its Main Wastewater Treatment Plant (MWWTP) from residents living in the East Bay communities, including Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont, and Stege Sanitary District (Kensington, El Cerrito, and portions of Richmond). Treated wastewater from the MWWTP is conveyed through a 9 foot diameter outfall that runs westward from the plant site to the base of the Oakland-San Francisco Bay Bridge. EBMUD also operates a dechlorination facility located near the base of the Bay Bridge that is used to remove chlorine from the treated wastewater prior to discharge to San Francisco Bay. These critical facilities must be protected at all times to ensure continuous and reliable wastewater service for East Bay residents.

EBMUD continues to implement projects in support of its renewable energy program with a goal of becoming 100 percent energy self-sufficient and selling excess power produced on-site. EBMUD recently acquired the 15.9-site adjacent to the MWWTP (former U.S. Army Reserve Center) and is currently evaluating land use options. Potential alternatives include facilities to meet future regulatory compliance requirements, renewable energy projects, and improvements to existing treatment processes.

## Port of Oakland

Recently the Port of Oakland selected four out of nine teams which responded to the Outer Harbor Terminal Concession Request For Qualifications (RFQ). The four teams will submit proposals by February 2009 for a long-term concession of Berths 20 through 24, starting January 2010. The approach for the concession agreement involves an extended usage term (e.g., 50 years), with the goal of best enabling the Port to achieve a number of objectives, including but not limited to growing Port cargo throughput, maximizing the indirect economic benefit from Port operations to the surrounding local community and the region, and contributing to air quality improvement in alignment with the Port's Maritime Air Quality Policy Statement to reduce the health risk from seaport sources of diesel emissions by 85% by the year 2020.

In January 2009, the Port intends to solicit a RFQ for a master lease agreement for the operation and maintenance, and long-term design, construction and finance of facilities on approximately 168 acres of the former Oakland Army Base and other lands owned by the Port. Proposals are due in February 2009. The proposed master lease agreement will commence on January 1, 2010.



*Port of Oakland Outer Harbor*

- 1** Observation Point
- 2** Trail Connection to Bay Bridge
- 3** West Gateway
- 4** IERBYS - Transportation Museum
- 5** Interpretive BMP Pond
- 6** New Tow Building
- 7** New SFOBB Toll Operations Building
- 8** Undetermined Border between Gateway Park & City of Oakland Development <sup>(1)</sup>
- 9** City of Oakland Development <sup>(1)</sup>
- 10** Grand Boulevard with adjacent Class 1 bikepath
- 11** Wildlife Priority Area
- 12** Proposed Caltrans Maintenance Complex
- 13** Bicycle/ Pedestrian Pathway

<sup>(1)</sup> Pending Relocation of SFOBB Maintenance Complex.





## Key Highlights of Gateway Park

- Over 37 acres of park land
- Wildlife priority area north of I-80
- Bicycle/pedestrian pathway connecting to the new East Span
- Potential reuse of historic buildings, i.e., IERBYS Warehouse



## Option C

*Presented at Visioning Conference I on July 10, 2008.*





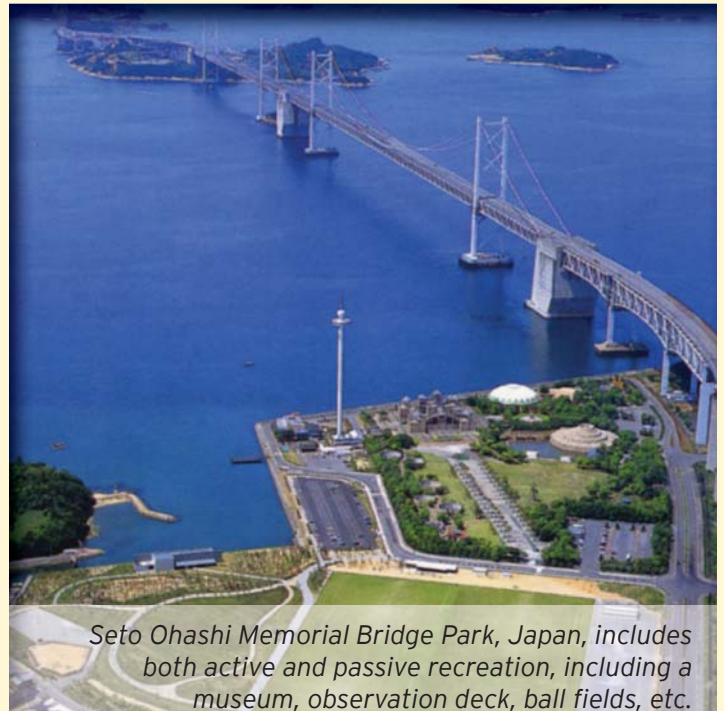
# Core Elements

## Core Elements - Waterfront Park

The Gateway Park Area is situated on one of the most spectacular pieces of land in the region. Whether the GPA will include passive uses, such as observation, environmental interpretation, bicycling and jogging, or more active uses, such as a museum or entertainment venue. The site calls out for a world-class waterfront program, one that encourages outdoor activity, celebrates the area's history, and provides connection with nature.

Precedents of waterfront parks are found locally and around the world. Common themes found in successful waterfront parks are 1) public access to shoreline, 2) wide-ranging park programs attracting visitors, 3) iconic features, and 4) environmental conservation. Images presented on this page illustrate some of the attributes of successful open space/waterfront development.

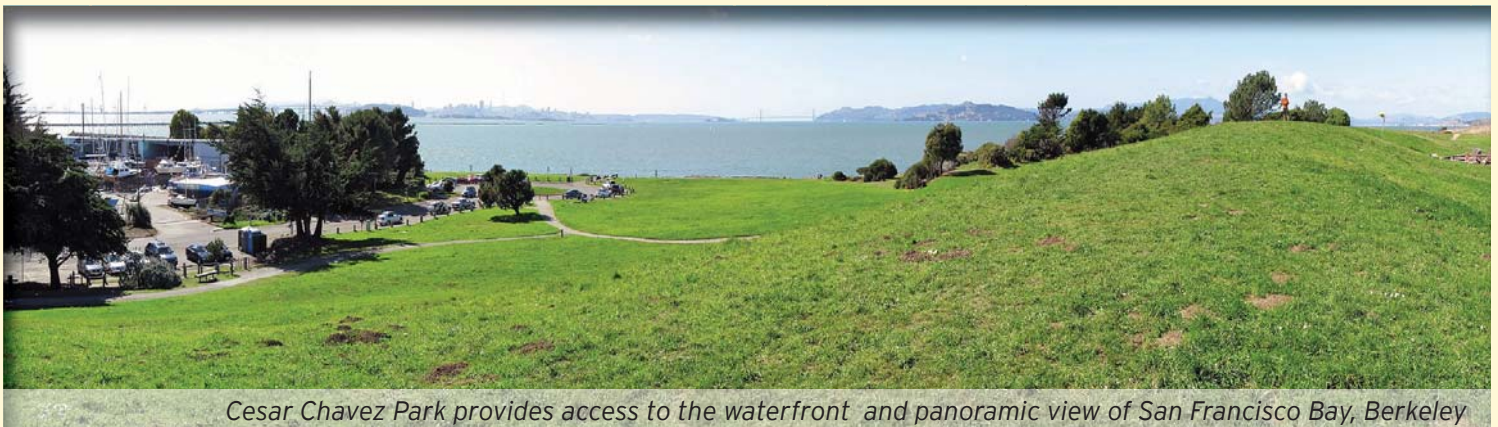
With access to the San Francisco Bay waterfront, the GPA has a unique opportunity to create a valuable public space with a variety of uses. The sites shown below are harmonious with the site's natural amenities and integrate human activities into the landscape. The GPA can activate its waterfront with public use, allowing for a variety of activities designed around interpretation, education and recreation. It can also functionally serve the surrounding area while creating a physical and visual connection with the environment.



*Seto Ohashi Memorial Bridge Park, Japan, includes both active and passive recreation, including a museum, observation deck, ball fields, etc.*



*Above: Left to Right, Bridge-shaped Sculptural Fountain at Seto Ohashi Memorial Bridge Park, Japan; Maritime Heritage at Middle Harbor Park, Oakland; Akashi Kaikyo Bridge Museum, Japan; Millennium Park, Chicago*



*Cesar Chavez Park provides access to the waterfront and panoramic view of San Francisco Bay, Berkeley*



# Core Elements

## Core Elements - Museum

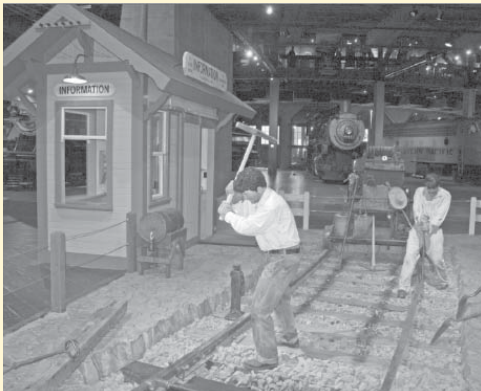
Historically the GPA has been a hub for both maritime and land transportation, and it waits to be celebrated. Through exhibits, interpretations, and public art, visitors may explore the geography, technology, and history as they relate to life in the Bay Area and the American West. Through active site appreciative design, educational opportunities and community events, museums become more than just a hall of artifacts; they become an epicenter of inquiry and discovery .

A museum at the GPA may serve as a center of public gathering and as an iconic feature of the park, as well as educating the visitors. Programming a museum into future development will benefit the site's historic and geographic setting, as well as potentially allowing adaptive reuse of the historic structures.

Precedents (see images below) draw upon themes unique to each site to inspire one-of-a-kind designs for the museums, whether it be a formal gesture found in undulating living roof of the California Academy of Science, ornate pedestrian overpass extending out of the Museum of Glass, or the historic preservation of a neighborhood in the case of California State Railroad Museum. Designs of the three examples make them landmarks and celebrate their settings and histories.

Common characteristics found in successful museums are 1) inspiring exhibits, 2) site appreciative design that honors setting and history, and 3) sustainable design.

*California State Railroad Museum  
Sacramento, CA*



*Life-like exhibits invite visitors to become a part of history*

*Museum of Glass  
Tacoma, WA*



*Chifuly Bridge of Glass spans 500 feet in length, connecting downtown Tacoma and the Museum of Glass*

*California Academy of Sciences  
San Francisco, CA*



*Green roof acts as natural insulation, ventilation and rain water storage*



*Restored cars and locomotives are part of the rich collection of artifacts*



*Cone-shaped tower symbolizes a sawdust oven, reflecting wood mill industry rooted in Pacific Northwest history*



*Innovatively designed LEED Platinum building houses a rain forest, planetarium and a Tyrannosaurus Rex*



# Core Elements

## Core Elements - Access

Public access is one of the central themes and a unifying element of the GPA. Access to jobs, parkland and the public waterfront is key to creating successful development in the GPA. Although at a veritable crossroads, the site is walled in by freeways, seaport and rail corridors. The barriers inhibit access to the site, therefore providing connection and passage to and from the surrounding West Oakland and broader Bay Area community is paramount.

The following access strategies were identified at the September planning charrette and warrant further exploration:

- Taking a holistic approach in order to serve all modes and users. Through master planning, land use and access should be coordinated and work in harmony. In considering transportation improvements, both engineering and urban design solutions should be considered.

- Potentially designating West Grand Avenue, Maritime Street and Mandela Parkway as access corridors to the GPA. West Grand Avenue should be the main access corridor, with frequent transit service. The improvements discussed at the charrette include a connection over freeway/rail to West Oakland, realignment of West Grand Avenue, and frequent transit service on West Grand Avenue. Through master planning, these corridors will be evaluated for feasible access to the GPA.

- Providing multimodal access to the GPA and on-site. Focus should be placed on balancing different modes of transportation and different users. One of the largest concerns is compatibility of truck traffic along Maritime Street with GPA development.



# Next Steps

## Next steps

2009 will be an important year in advancing activities related to the development of the Gateway Park Area. The Working Group is asking the key stakeholders to support and take action on the steps necessary to define the project starting immediately.

The Working Group would like approval to begin the project scoping documents for the areas defined in this package. Using the Caltrans vernacular, we would like to get specific approval to fund a \$1 million dollar Project Initiation Document (PID). The document is expected to take 18 months to deliver. We would like the commitment funds to come from key stakeholder members.

The PID would be an engineering report, defining a broad understanding of the proposed project. It would provide for the stakeholders the proposed scope, schedule and estimated cost of the project. The document would articulate a clearly defined purpose and need for the project. The document would also initiate the process of public outreach, to develop consensus on the vision that reflects the values of the community.

The Working Group's expectation is that the PID will define Gateway Park, as shown on pages 6 and 7 of the Welcome Packet, including roadways, pathways, Museum and all supporting infrastructure. It would also set the tone for the adjacent development anticipated by the City of Oakland, and the Port of Oakland.

It is expected that the Bay Area Toll Authority would be the contract administrator for the architectural and engineering work necessary to produce this document. The Gateway Park Visioning Group members would direct the work product, with the Toll Bridge Program Oversight Committee representing policy direction.



# NOTES



### Invited Guests

Will Kempton, Caltrans  
Bijan Sartipi, Caltrans  
Dan McElhinney, Caltrans  
Tony Anziano, Caltrans  
Kenneth Terpstra, Caltrans  
Clive Endress, Caltrans  
Matthew Goetz, Caltrans  
Steven Hulsebus, Caltrans  
Elizabeth Krase, Caltrans  
Alec Melkonians, Caltrans  
Mark Shindler, Caltrans  
Nidal Tuqan, Caltrans  
Steve Heminger, BATA  
Andrew Fremier, BATA  
Rod McMillan, BATA  
John Goodwin, BATA  
Peter Lee, BATA  
Jason Weinstein, BATA  
Steven Wolf, BATA  
John Barna, CTC  
Stephen Maller, CTC  
Dina Noel, CTC  
Will Travis, BCDC  
Joe LaClair, BCDC  
Brad McCrea, BCDC  
Pat O'Brien, EBRPD  
Bob Doyle, EBRPD  
Mike Anderson, EBRPD  
Larry Tong, EBRPD

Mayor Ron Dellums, City of Oakland  
Dan Lindheim, City of Oakland  
Gregory Hunter, City of Oakland  
Al Auletta, City of Oakland  
Iris Starr, City of Oakland  
Hui Wang, City of Oakland  
Omar Benjamin, Port of Oakland  
Lawrence Dunnigan, Port of Oakland  
James Kwon, Port of Oakland  
Delphine Prevost, Port of Oakland  
Michael Roberts, City of Emeryville  
Henry Gardner, ABAG  
Laura Thompson, ABAG  
David Williams, EBMUD  
Kurt Haunschild, EBMUD  
Vince De Lange, EBMUD  
Christine Monsen, ACTIA  
Susan Moore, U.S. Fish and Wildlife

### Working Group Members

Kenneth Terpstra, Caltrans  
Rod McMillan, BATA  
Stephen Maller, CTC  
Brad McCrea, BCDC  
Bob Doyle, EBRPD  
Al Auletta, City of Oakland  
Delphine Prevost, Port of Oakland  
Laura Thompson, ABAG  
Vince De Lange, EBMUD



# TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

## Gateway Park Area Visioning Conference 2

### Agency Invitation List

Agency	Name	Title
Caltrans	Will Kempton	Director, TBPOC Chair
	Bijan Sartipi	District Director
	Dan McElhinney	Chief Deputy District Director
	Tony Anziano	Toll Bridge Program Manager
	Ken Terpstra	SFOBB Corridor Project Manager
	Clive Endress	Senior Landscape Architect
	Gene C. Gonzalo	District Division Chief
	Steven Hulsebus	Office Chief, Office of Toll Bridge Design
	Alec Melkonians	
	Mark Shindler	Right of Way
	Elizabeth Krase	District Branch Chief, Cultural Resource Studies Architectural History
	Matthew Goetz	
BATA/MTC	Nidal Tuqan	
	Steve Heminger	Executive Director, TBPOC Member
	Andrew Fremier	Deputy Executive Director
	Rod McMillan	Director, Bridge Oversight & Operations
	John Goodwin	Public Information Officer
	Peter Lee	Senior Program Coordinator
	Jason Weinstein	Senior Program Coordinator
CTC	Stephen Wolf	
	John Barna	Executive Director, TBPOC Member
	Stephen Maller	Deputy Director
BCDC	Dina Noel	Assistant Deputy Director, Toll Program
	Will Travis	Executive Director
	Joe LaClair	Chief Planner
EBRPD	Brad McCrea	Bay Development Design Analyst
	Pat O'Brien	General Manager
	Bob Doyle	Assistant General Manager, Parkland Acq
	Mike Anderson	Assistant General Manager - Planning/Stewardship & Development (P/S&D)
	Larry Tong	Interagency Planning Manager
City of Oakland	Mayor Ron Dellums	Mayor
	Dan Lindheim	Acting City Administrator
	Gregory Hunter	Director of CEDA
	Al Auletta	Redevelopment Area Manager
	Iris Starr	Senior Transportation Planner
	Hui Wang	Urban Economic Analyst
	Eric Angstadt	Strategic Planning Manager
	Wlad Wlassowsky	Principal Transportation Engineer
Port of Oakland	Marisol Lopez	Assistant to Mayor
	Omar Benjamin	Executive Director
	Joseph Wong	Deputy Executive Director
	James Kwon	Maritime Division Director
	Lawrence Dunnigan	Maritime Business Development and International Marketing Manager
City of Emeryville	Delphine Prevost	Maritime Senior Project Manager
	Michael Roberts	
ABAG	Henry Gardner	Executive Director
	Laura Thompson	Bay Trail Project Manager
EBMUD	David Williams	Director of Wastewater Division
	Edward McCormick	
	Kurt Haunschild	Manager of Wastewater Treatment
	Vince De Lange	Supervisor of Wastewater Planning
ACTIA	Christine Monsen	Executive Director
U.S. Fish & Wildlife	Susan Moore	Field Supervisor

## **ITEM 6: OTHER BUSINESS**

No Attachments